

HOME NEWS



Nuclear protesters pay up: Seven of the eight nuclear protesters who paid fines totalling £2,560 with cheques written on barrels of mock radioactive waste at Dursley Magistrates' Court, Gloucestershire, yesterday. All had been involved in stopping a train carrying nuclear waste to Sharpness docks for dumping at sea, by building a 20ft scaffolding tower on the line near Dursley in July. Each barrel carried a cheque for £320, either painted or stuck on the side, from the Sharpness defence fund set up after the fines were imposed. When in line

the drums spelled out a message of thanks to the various groups who had given money. Mr David Kennedy, the court clerk, who received the barrels, said: "It is just a normal cheque. They have chosen a rather puerile way of paying their fines, and caused a certain amount of inconvenience."

Organizer of Scottish terrorism conspiracy jailed for 16 years

From Ronald Faux
Glasgow

The six men who were said to have plotted to use the use of the bomb and the gun, were sentenced at the High Court in Glasgow yesterday to jail terms ranging from six to sixteen years.

Lord McDonald said he did not consider their plot was one incompetently carried out, but a serious conspiracy to use the use of the bomb and the gun, and to cause death and injury to innocent persons, and to cause damage to property.

"In the present case, those accused of conspiracy were prepared to kill, maim and injure innocent persons."

innocent persons had their scheme borne fruit. The extent of such injury and damage to property was incalculable. That that did not occur was due to swift action by the police."

The leader of the conspiracy, to further the aims of the Scottish Republican Socialist League by criminal means, was Peter Wardlaw, aged 32, who was jailed for 16 years. His chief lieutenant Alexander Ramsay, aged 29, received 15 years. Both had been found guilty of the conspiracy charge, including theft, robbery and acquiring firearms, ammunition and explosives.

For their part in the gang's activities, David Hunter, aged 24, of Edinburgh and Leonard Reynolds, aged 36, of Preston, were each sentenced to 10 years in prison. Thomas Bryan, aged 23, of

Easterhouse, Glasgow, and Ewan Bickerton, aged 20, of Govan Glasgow, received six years each. Dominic McGraw, aged 30, of Easterhouse, was cleared on the judge's direction of the conspiracy charge but received eight years jail for his part in robbing a Post Office van of £100,000.

Other charges included armed raids on an off-licence and a post office in Glasgow and a plot to blow up the Scottish Assembly building in Edinburgh. Mr Wardlaw was also found guilty of having guns and ammunition with intent to endanger life and using a loaded pistol to resist arrest at a house in Arbroath. The gang was cleared of several charges, including an attempt last January to blow up the Glasgow Stock Exchange.

Britain's air defences under test

By Our Defence Correspondent

More than 200 aircraft from the RAF and from six other allied nations are testing Britain's fragile air defences in a two-day exercise which is due to end tonight.

"Attacks" will be launched against RAF radar stations at Boulmer, Northumberland, Buxton, Grampian, and Saxton, North Yorkshire. There will also be air strikes on RAF bases at Binbrook, Coningsby, North Coates, all in Lincolnshire, and at Leuchars, Fife.

The exercise, Flory 2-80, will test the readiness of the RAF defence squadrons. Elder Forest, one of a series of exercises, held earlier this year, is said to have underlined how hard-pressed the RAF might be in a war, but also how quickly the Phantoms and Lightnings which now make up the thin blue line could be re-armed and refuelled in an emergency.

Press ban lifted 'to try to stop gossip'

A solicitor asked at Newcastle upon Tyne Magistrates' Court yesterday for reporting restrictions to be lifted to try to stop some of the gossip about Pamela Collison, a political researcher.

Miss Collison, aged 32, of Margaret Road, Barnet, Herts, was remanded in custody for a week after being charged with the murder of Mrs Margaret Vickers, aged 44, the wife of Mr Paul Vickers, aged 46, a surgeon. He was also charged with the murder of his wife in June last year.

Mr Clive McKee, for the defence of Miss Collison, said: "It is an unusual case by any standards. What was perhaps particularly unusual was the fact that the police were not objecting to bail for Miss Collison."

He continued: "The police are saying to you, in fact, that they do not object to bail being granted to her. They would not be doing so if they had the slightest concern that she would not appear to stand her trial, or would interfere with witnesses."

Mr McKee said that the police told magistrates last week that Mrs Vickers had died in June last year. "In June, 1980, Miss Collison approached the Metropolitan Police with certain evidence about prescriptions. She had obtained drugs and forwarded them to Newcastle. A post-mortem examination showed Mrs Vickers' cause of death was aplastic anaemia."

Mr McKee said Miss Collison was of excellent character. "She is the person who went to the police in the first place, indeed, doing her public duty. It is only as a result of what she said to the police that this matter comes about at all."

"She has been the target of a great deal of speculation and a great deal of press reporting. That is one of the reasons why it has now been decided that press restrictions should be lifted."

Mr McKee said later that he would be applying to a judge in chambers for bail.

Landlords ban black applicants for lettings, race commission says

By Lucy Hughes

The Commission for Racial Equality (CRE) announced yesterday that it had uncovered alarming discrimination in private rented housing after investigating two small accommodation bureaux.

It said the extent of racial discrimination it had found at D.S. Services in Birmingham, which is run by an Asian, and Allen's Accommodation Bureau in west London, both of which have not been served with non-discrimination notices, was typical of small agencies in certain areas.

"What emerges from both investigations is a pattern of landlords regularly instructing agencies not to send along black applicants for lettings," Mr Malcolm Lee, one of the CRE's commissioners, said.

These are the first investigations by the commission into the private rented sector and Mr Lee said the results were particularly depressing in view of the 12 years that had passed since the Race Relations Act.

The CRE found that both companies acted under instructions from landlords to reject "blacks", "coloured tenants", "Asians", "immigrants" or "foreigners" for vacant property. A former employee of D.S. Services told the commission that while she worked there only four out of forty lettings were open to blacks.

Mr Curdersingh Morda, director of D.S. Services, was said to have told the CRE that the company had to accept discriminatory instructions because it was their "bread and butter". The commission quotes him as saying: "If a landlord stipulates 'No Greeks', we do not send him Greeks."

The commission says it was satisfied with the cooperation it received from Allen's Accommodation Bureau, which was in strong contrast to the attitude of D.S. Services. The inquiries into Allen's took only nine months, altogether, whereas those into D.S. Services were spread over two years.

In the case of D.S. Services

the commission had to issue a subpoena notice for information and had to go to court to enforce it when Mr Morda did not comply. It was later obliged to go to court again to enforce the court order, and Mr Morda was fined.

Under the terms of the non-discrimination notices, both firms have to give written instructions to their staff not to discriminate. They are also required to issue an equal opportunity statement to all landlords, and to open their books to the commission periodically.

Mr Morda said yesterday that he had written to the Prime Minister to say that the CRE was talking nonsense and was wasting taxpayers' money. "I always abide by the law," he said. "I only discriminate against people who are unemployed."

How can I discriminate on racial grounds? I am Indian and my dad was in the Indian army for 20 years." He rejected the CRE's finding.

Witness jailed in conspiracy case released

From Our Correspondent

Cardiff

Mrs Linda Williams, aged 25, a secretary with the Welsh Language Society, who was jailed at Cardiff Crown Court on Tuesday for contempt, was freed yesterday after agreeing to give evidence in a conspiracy trial.

Judge Williams was told that the Welsh Language Society had agreed that Mrs Williams could give evidence.

The judge said that what happened on Tuesday was sufficiently purged by Mrs Williams, of Cynffelin, Aberystwyth, Dyfed, spending a night in custody. He proposed to take no further action.

Eryl Fychan, aged 21, of Denbigh, a former member of the society, has been charged with conspiracy to cause criminal damage to a BBC television transmitter at Midhurst, Sussex.

The trial continues today.

Complaint that teachers use 'Little Black Sambo'

From John Chartres

Manchester

Allegations that the book *Little Black Sambo* was still being used as a teaching aid in Manchester schools, and that Pakistani women seeking jobs in at least one large city store were still required to wear skirts rather than trousers, were made yesterday.

The special Commons sub-committee on race relations and immigration had moved from Liverpool to Manchester to continue investigations into the position of ethnic minority communities in the North-West.

Mr Roy Blackman, a member of the West Indian coordination centre in Manchester, a secondary school teacher, told the sub-committee that *Little Black Sambo* was still being used.

He told the chairman, Mr John Wheeler, Conservative MP for Paddington, that use of that book and the teaching of

history based on the nineteenth century, contributed to young blacks' inbuilt inferiority complex.

Other witnesses alleged that only about 2 per cent of black people were employed in Manchester city's local government services.

Mr Colin Barnett, secretary of the north-west regional council of the TUC and secretary of the north-west Council against Racism, said: "One can detect an increase in racism. This is because of the unemployment position and the seeking of jobs."

Black community leaders told *The Times* outside the formal proceedings that a cynical view was being taken of the special sub-committee proceedings. Mr Blackman said: "We have all heard this sort of thing for years past and nothing changes. Many of us feel that this is just a public relations exercise."

'Nationwide' unfair to water authority, BBC rules

By Kenneth Gossling

A complaint by the Thames Water Authority about unfair treatment by the BBC in a *Nationwide* television broadcast has been upheld by the BBC Programme Complaints Commission.

The commission found that the authority under four headings: breach of faith; the BBC had proposed a documentary but the programme as broadcast consisted mainly of damaging and untrue criticisms of extravagance and lack of responsibility; failure of the BBC to afford the authority an equal right of reply; partisan comments by the BBC reporter; and trivialised presentation with animated cartoons intended to ridicule.

In its judgement, the commission said that in an interview broadcast on February 29, two days after the programme complained of, Mr Hugh Fish, chief executive of

Thames Water, had refused a number of the criticisms in terms that did something to remedy, but did not eradicate, the unfairness caused by the programme, in which criticism had been advanced in a well publicised support and BBC endorsement.

The programme alleged that because of the lack of accountability in the water industry, the executive officers ran their organisations extravagantly and the Thames Water Authority had been "accused of being the most profligate". Instances were presented of alleged extravagant or wasteful expenditure.

The commission exonerates the BBC reporter involved, who was not named. It was the BBC, they said, who by editing the defence out of the programme as broadcast made the reporter appear to be engaged throughout in siding with the critics.

In brief

December milk price rise sought

Milk prices should rise in December and then January, said Mr Nicholas Horsley, president of the Dairy Trade Federation, said yesterday. He wanted the December increase to be "5p or 1p a pint."

Although farmers and dairy men faced several cost increases, he believed that large or frequent increases would reduce demand for bottled milk. "This is about the third successive year in which we have had falling sales," he said.

Hecklers ejected

The police removed homosexuals who heckled Mrs Mary Whitehouse, president of the National Listeners and Viewers' Association, at St Lawrence Jewry Church, City of London, yesterday. She was taking part in a series of talks entitled "The Family: its subversion", one of which is to deal with homosexuality.

Conservation post

Mr Nicolas Allen, aged 27, an Edinburgh graduate in Scottish historical and architectural studies, has been appointed research officer of the Scottish Conservation Bureau, which was opened in Edinburgh yesterday.

Mrs Mop cleans up

Mrs Ivy Willis, aged 49, a cleaner at Barclays Bank, Commercial Road, Portsmouth, went there yesterday as a customer to deposit a cheque for £464.361 from a Littlewoods pools win.

New mosque

A purpose-built mosque for the Bangladeshi community was approved yesterday by Bradford council's planning panel.

Fire raiser sought

The police were looking for a fire raiser after 30 residents were rescued yesterday from an old people's home at Broxtowe estate, Nottingham. The hall had been splashed with paraffin and ignited.

Judge told union will discuss election dispute

A dispute over balloting for the general secretaryship of the Solihullmakers' Union is to be considered by the union's general council. Mr Justice Browne-Wilkinson was told in the High Court yesterday.

Mr Alexander Irvine, QC, for Mr Barry Williams, aged 51, an unsuccessful candidate in the election, said Mr Williams's appeal against the election of Mr James Murray, aged 60, would be heard promptly.

The judge adjourned until November 17, at the earliest, the hearing of an application by Mr Williams for an order preventing Mr Murray taking office.

Mr Quentin Edwards, QC, for the union, said it had been arranged that the general council should appear to hear Mr Williams's appeal on November 17. Mr Murray, counsel added, would take no part in deliberations of the general council on any decision concerning the election or final ballot.

Murder trial held up as Crown witness taken ill

The murder trial of Henry McKenney and others was interrupted at the Central Criminal Court yesterday when John Childs, the chief prosecution witness, who is serving a life sentence for murder, became distressed.

Mr Justice May ordered an adjournment when Mr Childs, who was in the witness box, was seen moving his lips but making no sound.

A prison officer moved to support Mr Childs, and Mr McKenney, who has denied six murders, shouted from the dock: "He should go to the asylum."

After the adjournment Mr Childs said he had not wanted to go ahead with the killing of Mr George Brett, a road haulier, when he knew Mr Brett's son, aged 10, was with him.

When challenged over his account of the killing he said: "As God is my witness that is right. I would not willingly become a child murderer."

The trial continues today.

Council leader says counting lamp-posts is one way to save ratepayers' money

From Ronald Kerchaw

Larnley

The Labour-controlled South Yorkshire County Council has one in for caustic criticism in recent weeks for what Conservative council leader Sir George Young has called "irregular activities of a time-consuming and expensive nature."

They included such schemes as counting lamp posts, checks on prams, a highways inventory of road signs, kerbs, gulleys and so on, and what was termed "sandwich survey" in which county council lunch snacks were compared for price and quality with those of outside caterers.

Mr Roy Thwaites, leader of the council, yesterday hit back at the critics, lambasting them as "ill-informed," making "ill-judged" comments and betraying "their own incompetence or mismanagement."

Mr Thwaites made it clear that the object of the various exercises in the long term was to save money and avoid unnecessary rate increases. He has dismissed as inaccurate suggestions that next year's county rate will double.

He explained that as a new authority, created in 1974, the council had to collate the high

way records of more than 30 smaller authorities, many of which lacked the kind of information required in order to decide on maintenance work programmes and avoid wasted time, abortive work and extra cost.

The opportunity to gather that information at little cost to the council came with the job creation programme and the special temporary employment programme funded by governments through the Manpower Services Commission.

Among many MSC projects sponsored by the council, three dealt with improving information for highways maintenance.

Mr Thwaites said: "Since mechanical street sweeping, grass cutting and gully clearance alone cost the county council about £1m a year, a modest improvement in work programming of 5 per cent will rapidly repay the cost to the public purse of the survey."

On the lamp-post count, he said the county bypassed a charge based on numbers of street lamps and on the kind of lamps used. Significant cost and energy savings were possible if old, high-wattage lamps and fittings were replaced by lower

energy lamps providing the same illumination.

On the pram check, Mr Thwaites said mothers were invited to make their children's pushchairs to consumer advice centres after a child had lost two finger ends in a pushchair accident. The survey showed that most faults were in pushchairs under a year old and as a result the British Standards Institute was considering extending tests on pushchairs.

In the "sandwich survey" two members of the treasury department's staff, over a working week, bought sandwiches from several town centre shops in Barnsley. It was "no more than the usual and prudent commercial practice of assessing prices and quality of local competitors' products," Mr Thwaites said.

"Taken altogether, it is peculiar that these particular criticisms of South Yorkshire County Council should come from the Conservative Party, which likes to project itself as especially well-versed in techniques of efficient business administration."

"Perhaps it is just that they are very ignorant of what is required for good local government."

"They give you the feeling: 'It's nice having you with us'."

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HOME NEWS

James Callaghan, conservative mediator who tried to run Labour by consensus

By Ian Bradley

It is a sad irony that Mr James Callaghan should have resigned the Labour leadership in an atmosphere of disunion and factionalism in the party whose unity and solidarity he prized.

It is also ironic that both his brief premiership and his recent efforts to preserve the Labour Party's constitution from changes proposed by the left should have foundered largely because of the actions of the trade unions, of which he has been a great friend and supporter.

The last few months have seen Mr Callaghan at his most characteristic, acting as a fixer and mediator, but for once without success. His particular talents were never more needed, nor more tried, than in the attempt to head off the left's assault on the party constitution.

To his critics, Mr Callaghan's career has been an example of mediocrity, triumphing through opportunism. While no intellectual, he has been a wily political operator and tactician. As an ex-colleague put it: "If Hugh Gaitskelli's motto was 'fight, fight and fight again', then Jim Callaghan's is 'manoeuvre, manoeuvre and manoeuvre again'."

There is a feeling that he more than anyone else can be held responsible for sacrificing the independence, principles and ideology of the Labour Party to the narrow interests of the trade unions.

If there is a consistent theme running through Mr Callaghan's career and marking the brief Callaghan years at No 10 it is a belief in the importance of voluntary consent. It can be seen in his opposition to the *In Place of Strife* and in his ill-fated attempt to persuade the unions to accept a 5 per cent incomes policy nearly 10 years later. He still believes that the only answer to Britain's malaise is to secure a permanent voluntary agreement between government and trade unions.

Role of international statesman

He has always enjoyed the role of international statesman. Sometimes, it is said, he has enjoyed it too much. It was his confidence after a particularly good international summit meeting in Guadeloupe early in 1973 that made him make the celebrated and uncharacteristic faux pas on returning to a strike paralyzed Britain: "Crisis? What crisis?"

His skill as a negotiator also helped his rise through the Labour Party. It was also an advantage that, unlike those with more restless and intellectual minds, he did not tire of committee meetings and the business of drafting and redrafting amendments. He coped well with the drudgery of political life.

His personal qualities have proved a great asset in his career. He is manifestly a decent and honest man. As one ex-colleague puts it, "he epitomized the word 'consensus'."

His public image of a benign, avuncular figure is on the whole a representation of his own character

mines the decency of social democracy, perhaps slightly dull, but standing essentially for social cohesion, for justice, for stability. His image in public life of a benign, matter-of-fact, avuncular figure, is on the whole a true representation of his character.

The regime that Mr Callaghan ran at No 10 was more relaxed and more conventional than that of Sir Harold Wilson. There were no kitchen cabinets and secret cabals, no paranoia about the press, no controversial honours lists or appointments (except for the appointment of his son-in-law, Mr Peter Jay, as ambassador to Washington).

In his own views, as in his behaviour, Mr Callaghan is "old fashioned". He sets great store by the importance of family life (his own is close and happy), and he has a puritanical streak that makes him dislike long hair, drug-taking and sexual permissiveness. Although his natural conservatism has given him a rapport with Labour voters, it has also meant that as a leader he lacked vision and ideological commitment. His strengths lay in his capacities for management and judgment. He admitted in November 1979 that the Labour Party had not developed intellectually under his leadership, and that there had not been enough long-term thinking, although he also told his critics that "I do sometimes look a little further than the end of my nose."

Mr Callaghan was the first British Prime Minister since Ramsay MacDonald not to have been to university and he has always been conscious of his lack of higher education. He is uneasy in the presence of intellectuals and students. He often entertained union leaders at No 10 because he felt happier in their company. At the same time, intellectual brilliance could dazzle him: some friends say that that is what lay behind the appointment of Mr Jay.

This aspect of his background affected Mr Callaghan personally and politically. Like many who lack university education, he has always taken a great pride in the symbols of his power, the direct telephone lines to the White House and the international awards, as well as the lack of university education has isolated him both from the patrician tradition of Labour politicians, like Anthony Crosland, Hugh Gaitskelli and Michael Foot, and from the meritocrats like Harold Wilson and Roy Jenkins. He belongs more closely to the working class trade union tradition epitomized by Ray Gunter and George Brown.

Mr Callaghan was born in Portsmouth on March 27, 1912. His father was a chief petty officer in the Royal Navy, who served in the royal yacht Victoria and Albert and was involved in the 1914-18 War, after being wounded at the Battle of Jutland. He died when Mr

Callaghan was nine. His mother was left with two young children and without a pension. The experience of hardship left a profound mark.

Mr Callaghan left Portsmouth North Secondary School at the age of 16 and went to Maidstone as a junior tax officer in the Inland Revenue.

It was at Maidstone that he met and courted the girl who became his wife, James and Audrey Callaghan met at the local Baptist chapel. Calm, generous, and well-liked, she provided him with a stable home and family life. She has also involved herself in many voluntary charitable and philanthropic activities. Friends say that she is more left-wing than her husband and that she has proved a sage adviser and counsellor.

Enjoyed committees and speechmaking

During the 1930s Mr Callaghan became active in the affairs of the Association of Tax Officers (later the Inland Revenue Staff Federation) and in 1936 he became its Assistant Secretary. He had espoused trade unionism out of any great political principles, but because he felt that he should be involved in the cause he enjoyed the committee work and speechmaking that others found so unappealing. Although he had joined the Labour Party in 1931, he was not active politically and there was no reason to think that he was destined for a political career.

Mr Callaghan owed his political career to the upheaval of the Second World War, in which he served first as an ordinary seaman and then as a lieutenant in the Royal Navy, and to the patronage of Harold Laski, who had been impressed by his trade union work. Laski urged him to enter politics and helped him to become a candidate for Cardiff South in 1944, defeating Mr George Thomas, the present Speaker.

In 1945 Mr Callaghan won the seat and became a Cardiff South-East. He has held it since then. Although he did not shine among the huge intake of new Labour MPs in the post-war Parliament, Mr Callaghan made his mark in the parliamentary party through his abilities as a good committee man. He was appointed parliamentary private secretary to Mr John Parker, Under Secretary of State for Dominion Affairs, and in 1947 became parliamentary secretary to the Ministry of Transport. By that time he was also chairman of the Defence and Civilian Committee of the Parliamentary Labour Party.

In opposition during the 1950s, Mr Callaghan carefully avoided allying himself with either of the factions within the party. Although his belief in maintaining NATO and the Atlantic Alliance put him on



The new MP: Mr James Callaghan (right) after winning his first election in 1945. With him outside City Hall, Cardiff, are (from left) Mr Hilary Marguard, the Lord Mayor of Cardiff and Mr George Thomas, now the Speaker.

the Gaitskelli side against Bevan, he avoided becoming committed over Clause Four or unilateral nuclear disarmament. This studied lack of identification with particular factions was one reason for Mr Callaghan's broad-based popularity within the party.

He was also helped by his bonhomie personality and his assiduous courting of the trade unions. He achieved the rare distinction for a non-left winger of being elected to the constituency section of the National Executive Committee of the party every year but one between 1957 and 1963. He was also the only Labour MP to be elected to the Shadow Cabinet every year from 1951 to 1964. Mr Gaitskelli appointed him frontbench spokesman on colonial affairs in 1957 and in 1961 he became Shadow Chancellor of the Exchequer.

When Hugh Gaitskelli died in 1963, Mr Callaghan put himself forward as a candidate for his successor. Although he had the support of a formidable group of those on the centre-right of the party who distrusted Harold Wilson, including Denis Healey, Roy Jenkins, Anthony Crosland, Douglas Jay and Michael Stewart, he was eliminated on the first ballot, largely because of the one major piece of legislation he put on to the statute book: the 1968 Commonwealth Immigration Act, which restricted the entry into Britain of Kenyan Asians holding United Kingdom passports and was the first law to take notice of racial differences among British subjects.

Mr Callaghan was not a brilliant success as Home Secretary. He had little interest in the job and lacked the liberal reforming instincts of his predecessor. His innate conservatism was the one major piece of legislation he put on to the statute book: the 1968 Commonwealth Immigration Act, which restricted the entry into Britain of Kenyan Asians holding United Kingdom passports and was the first law to take notice of racial differences among British subjects.

'New interest' in party and general political scene

By Our Political Reporter

Mr Callaghan told the brief press conference: "Among all my mistakes, I know my party would have a tremendous problem after the election. I wanted to give it a period of time to stand on its own feet and answer for itself. I always had in mind that I would finish at this time. A quick review of the situation after the party conference decisions, but my decision is unchanged by them. It only takes a few hours to think about it."

"My own view is that this Parliament has anything to do to it for the time being. I think it is time for a new leader to be accepted in the country. I believe the election of a new leader will infuse a new interest in the party and a new political vigour and I think a new leader will be able to bring fresh vigour and new interest and a fresh eye to our domestic problems."

The next two or three months is certain to be a very critical period on this question of the leadership and I would like somebody new to engage in all these discussions. "It is a time when I shall see you all. Goodbye and God Bless. I think it would be a good thing if they (the PLP) had someone in place for the Queen's Speech on November 13."

Tensions between departments

The tensions between the Treasury and the Department of Economic Affairs made Mr Callaghan's task even more difficult. He also faced a grim economic situation. He pursued deflationary policies, which proved insufficient to hold back domestic consumption, and resisted the temptation to force on the Government in 1967. When it came, he offered to resign in the belief that it was the honourable thing to do. Harold Wilson did not accept his resignation but decided to move him to the Home Office and install Roy Jenkins as Chancellor.

Mr Callaghan was not a brilliant success as Home Secretary. He had little interest in the job and lacked the liberal reforming instincts of his predecessor. His innate conservatism was the one major piece of legislation he put on to the statute book: the 1968 Commonwealth Immigration Act, which restricted the entry into Britain of Kenyan Asians holding United Kingdom passports and was the first law to take notice of racial differences among British subjects.

There was, however, one area which came under the remit of the Home Secretary in which he showed a rather better Ulster, where the troubles came to a head in 1967, brought out the best of his talents as a balancer and negotiator.

The opposition, while Mr Callaghan led a Cabinet and in the party, to the trade union reform proposed in the White Paper *In Place of Strife* in 1969 must form a central part of an assessment of his career. To his opponents it was a piece of opportunism. In Barbara Castle's diaries, for example, he is cast as a snake in the grass, disloyally manoeuvring for his own advantage. His opponents, however, maintain that Mr Callaghan opposed the proposals because he did not believe that legal restraints were the way to deal with trade union power. He favoured the gradualist approach recommended by the Donovan Commission.

In opposition from 1970 to 1974 Mr Callaghan continued to perform well in the NEC and Shadow Cabinet elections. He was chairman of the House of Commons Policy Committee of the NEC and successfully treasurer, vice-chairman and chairman of the party. Although he remained shadow Home Secretary until 1972, and did not become the new Home Secretary until the following year, he developed an anti-EEC line. Some see this as a ploy to take over the anti-EEC forces in another attempt on the leadership. He was, however, a vocal supporter of the approach to Europe, which offended his Atlanticism. When Harold Wilson was the

elections of 1974, pledged to hold a referendum on membership of the EEC and to renegotiate the terms of entry, Mr Callaghan felt that his hopes of gaining the party leadership had gone for ever. In 1973 he had nearly left politics to become director of the International Monetary Fund.

As Foreign Secretary, a job which he enjoyed more than his two other senior posts, he renegotiated the terms of EEC with the left demanding changes in methods for electing the leader, re-election of Mr's membership and performed his favourite role of international statesman with aplomb, most noticeably in Africa, where he used old contacts with Julius Nyerere and Jomo Kenyatta to help defuse a potentially explosive state of affairs.

Harold Wilson's resignation in March 1974 came as a surprise to Mr Callaghan, although Mr Wilson had hinted at it to him the previous year. It was not certain that he would stand for the leadership. He was 64, four years older than Mr Wilson, and was spending increasing time on his Sussex farm. But he could not resist the chance and easily won the poll.

Many welcomed Mr Callaghan's premiership. He was seen to be the man who controlled the reins of the party and held a tight but voluntary incomes policy. That he did successfully throughout 1976 and 1977, helped by IMF loans, and by Labour's precarious majority, which necessitated the "Lab-Lab" pact, he was able to resist the

demands of left wing presided over a government took an increasingly unkind line. By the autumn the inflation rate was 8 per cent, and these indications that it would at that level well into 1978. Mr Callaghan tried even more from the producing his 5 per guidelines in September to win largely because confident that he could the unions to that fig he did not call an election following month, age advice of many of his advisers and when pented that Labour might loose.

Sense of betrayal in unions

His decision not to country produced a betrayal among the workers who felt that he too much on old fe loyalty and had asked do more than they co the 5 per cent p collapse in a series strikes during the ear of 1979. Action by public service unit ambulance drivers, postmen and gravediggers deep public distress they angered Mr Callaghan's popular. Then the communists and Welsh devolutionist came to the fore. Inconclusive support Government's propi March Mr Callaghan stration was brought sided for as long as Parliament: only th this century.

In the May general Labour under Mr C leadership presented more conservative and the Conservative Mrs Margaret Thatcher appeared. Mr Callaghan made the that and played up mon sense in contra Thatcher's stridently approach. ever was in a mood i the chance and easily won the poll.

Mr Callaghan blan fear on the unions, as early those in the vices who had struck effect in the white He faced a hostile second round of the election, and drafting the m establishment of a c dominated by left v inquiry into the st party was a serious b Callaghan's authority.

Rehearsing, he a best case for the commission's c of an electoral or electing the leader.

Until the party this year, it was assumed that Mr would stand down a leadership election, party plan a reason wate. But the mess Blackpool greatly inc pressure on him l least until after the s farance in January, hoped will settle the choosing.

Mr Callaghan has go now, because, s assumed, he feels th had enough. He can blamed for that.

Leading artic

Union leaders in move to draft Mr Foot as caretaker leader

By Paul Routledge

The reactions of trade union leaders to Mr Callaghan's retirement last night mirrored the split that divided the Labour Party conference earlier this month. But a clear move to draft Mr Michael Foot as a caretaker leader emerged.

Mr David Barnett, leader of the General and Municipal Workers and chairman of Trade Unions for Labour Victory, urged Mr Foot to take over until an election could be held under the extended franchise narrowly approved by the conference.

"The Parliamentary Labour Party should now respond to what happened at conference and respect the decisions of conference. He is a wider franchise for the election", he said. Support for this line came from Mr Clive Jenkins, general secretary of the Association of Scientific, Technical and Managerial Staffs.

"Mr Foot is widely respected in the party and would clearly be a figure acceptable to every-

one as leader. Then we could have the word 'from here' as he argued. "My own union has suggested a new electoral college, to which only the PLP should make nominations, and his might be the way of working out the present temporary problems. The accession of the deputy leader to the leadership would be, I am certain, warmly welcomed by all."

But moderate and right-wing union leaders took the opposite view, insisting that the PLP was competent to elect its own leader and should not delay Mr Terence Duffy, president of the Amalgamated Union of Engineering Workers, said: "We will support anyone the PLP elects no matter who it is."

"I say to MPs, 'Don't mess about, get on with the job of electing a successor'." He added that Mr Callaghan had been a "courageous and honest leader" and his election to the leadership proved that the system worked.

Mr Frank Chapple, the electricians' leader, expressed

gratitude that Mr Callaghan had decided not to stand again. "Those who were calling on him to do so are those who are largely responsible for bringing his government down."

The decision to stand down was "statesmanlike", he added. "Moderates now need to rally behind the Healey candidature. We want to launch ourselves forward for Healey for the leader."

Mr Sidney Weighell, general secretary of the National Union of Railwaymen, also threw his weight behind the "choose now" campaign. "I think the PLP should now take upon itself the full responsibility for electing the leader. There is no certainty of any agreement next January."

That is a reference to the special conference on January 24 called to implement the Blackpool conference decision that the franchise for electing the party leader should be widened beyond the PLP to include the unions and the constituency parties.

City councils' association steps up opposition to block grant proposal

By Christopher Warman
Local Government Correspondent

The Association of Metropolitan Authorities moved closer yesterday to outright defiance of the Government over its proposals for local finance when ministers met the leaders of the local authority associations at the Consultative Council for Local Government Finance.

All the associations are opposed to the introduction of the block grant system, which has just passed through the House of Lords' committee stage, but the Metropolitan Association, representing London and the Greater London Council, believes it has the most to lose.

The association is already angry about the deal arranged between Mr Michael Heseltine, Secretary of State for the Environment, and leaders of the Association of County Councils.

Youth charity sends back £1,500 grant

By Pat Healy
Social Services Correspondent

A charity has returned a £1,500 grant cheque to the Home Office in protest at the "unhelpful and insensitive way" it has been treated.

The money was returned to the Voluntary Services Unit, which claims to be the "friendly government" of the "totalitarian" bodies, according to Mr Colin Ball, chairman of Outset.

The cheque was returned to the unit as an indication of the exasperation and anger felt at Outset over the way they had been treated. Mr Ball writes in the magazine *Community Care*.

The difficulties between Outset and the unit began in 1976 when the charity set up three "youth action projects" which were intended to be run by young people with a minimal direct from Outset.

The unit's grant included a small amount for monitoring, which Mr Ball claims led to the unit "spying" on them.

Part-ownership scheme for house buyers

By Our Planning Reporter

A scheme to encourage part-ownership arrangements between would-be house buyers and local authorities was announced yesterday by Mr John Stanley, Minister for Housing and Construction.

Addressing the Chartered Institute of Public Finance and Accountancy in London, Mr Stanley said that part-ownership was a central element of the Government's housing policy. Through the latest Housing Act and a new general consent to be issued shortly, it had removed several difficulties that had affected such schemes.

Under the scheme announced yesterday, local authorities will be encouraged to invite builders to provide low-cost housing to be offered for outright sale or for shared ownership. The authorities will guarantee to supply the balance in the case of shared ownership arrangements, and to buy any houses or flats that remain unsold.

Law Report October 15 1980

Ong Ah Chuan v Public Prosecutor
Koh Chai Cheng v Public Prosecutor

Before Lord Diplock, Lord Keith of Kilmorych, Lord Scarman and Lord Roskill.

The Privy Council dismissed two appeals against convictions for possession of drugs. The appellants, Ong Ah Chuan and Koh Chai Cheng, appealed from the dismissal of their appeals by the Singapore Court of Appeal.

Mr Anthony Lester QC, Mr Alan Newman and Mr David Pannick for Ong; Mr Mervyn Heald QC, Mr George Newman for Koh; Mr Ian Sillit, QC, Mr Stuart McKinnon, QC, and Mr Kim Mulla for the Public Prosecutor.

LORD DIPLOCK said that narcotics officers had followed Ong and Koh to their homes in Singapore, where they found 3.84 grammes of heroin on his person and a further 205 grammes in his car. The appellants' lawyers argued that they were not guilty of possession of drugs, but only of possession of the car.

As far as the appeals were based on the construction of the Act, they failed. The appellants had submitted that section 15 conflicted with the presumption of innocence, which they contended was infringed by the provisions of the Act.

The appellants argued that no person shall be deprived of his life or personal liberty save in accordance with law, and article 12(1) of the European Convention on Human Rights, which was incorporated into Singapore law by article 9(1) of the Constitution.

The appellants argued that the Act was unconstitutional. The Court of Appeal had found that the Act was unconstitutional. The appellants argued that the Act was unconstitutional.

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Death penalty constitutional

Privy

Madrid call for annulment

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Hong Kong 4 times a week.

British Caledonian wide-bodied jets leave London Gatwick for Hong Kong at 7.30 pm every Monday, Wednesday, Friday and Sunday.

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British Caledonian Airways

OVERSEAS President Giscard opens talks in Peking

From Laurent Chenard
of Agence France-Presse
Peking, Oct 15

President Valéry Giscard d'Estaing of France arrived here this afternoon for a week-long official visit and was officially welcomed later by Mr Zhao Ziyang, the Chinese Prime Minister, at the Great Hall of the People.

At the residence for state visitors M Giscard d'Estaing was greeted by Chou En-lai's widow, Mrs Deng Yingchao, Vice-President of the People's Congress and Politburo member, who headed China's first parliamentary delegation to France and the West last June.

The first discussions between the Chinese and French leaders began as night fell with the President was M Jean François-Poncet, his Foreign Minister. Those accompanying Mr Zhao included Mr Huang Hua, Deputy Prime Minister and Foreign Minister, and Mr Han Xuehu, the Deputy Foreign Minister.

At a banquet tonight, President Giscard d'Estaing told the Chinese leaders that Europe and China should strive for a balanced "multipolar" system to prevent the risk of confrontation between world power blocs.

"I believe profoundly that the self-assertion of Europe, together with that of China... contribute to our basic goal, which is peace — a just peace arising from the equilibrium of a multipolar world, thereby escaping confrontations."

M Giscard d'Estaing spoke



Mr Zhao Ziyang, the Chinese Prime Minister, greeting President Giscard in Peking.

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Australian election result likely to be the closest for 19 years

From Douglas Aitken
Melbourne, Oct 15

The latest opinion polls indicate that Saturday's general election in Australia will be the closest since 1961, when Sir Robert Menzies won by one seat.

After Labour's early and spectacular lead in the polls, it was expected that there would be a swing back to the Government in the last week. This has not been the case.

A Gallup poll published this afternoon in the Melbourne Herald said that, after the distribution of preferences, the Government would have taken 43 per cent of the vote and the Labour Party 48 per cent, if the election had been held last weekend.

Translated into seats, this would give Labour a majority in the House of Representatives of about three seats. It would represent a swing of between 6 and 7 per cent. Labour needs a swing of 6.1 per cent to win.

This poll, published in The Age in Melbourne this morning, said that an election last weekend would have given the Government 40.8 per cent and Labour 49.6 per cent. Another,

published in the weekly magazine the Bulletin, said that, if the election had been held on October 4, the Government would have taken 43 per cent and Labour 49 per cent.

With barely three days to go, Labour has to be considered a firm favourite to win the election. The polls would have been as far out as the British polls of 1970 for them to lose. It is just as likely that the third party, the Australian Democrats, will gain control of the Senate.

Mr Malcolm Fraser, the Prime Minister, is still outwardly confident of winning, basing his optimism on the Liberal-National Party coalition's strength in rural seats and the possibility of a last-minute swing back to the Government in enough marginal urban seats to counteract the big swing to Labour in the cities. Mr Fraser said of the polls in Sydney today: "A good deal has happened since we were taken. I believe I will win."

Mr William Hayden, the Opposition leader, is still emphasizing that the result will be close.

"I believe we will win with

a tight majority," he said today. "And we will go to bed on Saturday night with the count continuing, and uncertain as to the outcome. We have got to keep working at it. There are still a few more days to go, and I believe it is one of those elections where every day is going to be crucial."

Leading Government figures are still shocked at the way the polls have gone.

A multitude of interpretations are now being given, the most popular of which are: Mr Fraser is a much less popular figure than expected; the absence of Mr Gough Whitlam, the former Labour Prime Minister, has had an enormous impact in winning votes for Labour; Mr Hayden has proved himself to be of more substance than anyone believed; the continuing unemployment figures have upset more people than expected; Mr Fraser's only real achievement has been the lessening of the inflation rate, and even that is not as impressive as it seems when it is taken into account that Australia is far less affected by the rising cost of imported oil than most countries.

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Sri Lanka hearing opens

From Our Correspondent
Colombo, Oct 15

Mr K. N. Choksy, counsel for the Sri Lanka Special President's Commission, began today the hearing of the case against the former Prime Minister, Mr Sirimavo Bandaranaike, the former Prime Minister.

He was addressing the Supreme Court which began the hearing of the case against the former Prime Minister, Mr Sirimavo Bandaranaike, the former Prime Minister.

Mr Choksy appeared for the commission to oppose the application filed by Mr Bandaranaike. Mr Siva Pasupathi, Attorney General, who appeared for the commission in respect of the application filed by Mrs Bandaranaike, and Mr H. L. De Silva who appeared for both Mrs Bandaranaike and Mr Bandaranaike, were allowed until October 31 to file affidavits. The hearing of arguments was set for November 10.

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World View

by Arrigo Levi

Where West exposes a vulnerable lung

Jiddah

The West breathes with one of its lungs, oil, outside its body; that is awkward. This is Mr Abba Eban's definition, and a very marked understatement. The West lost its political control over the Middle East after 1955, at the very dawn of the oil age, which is going to last at least until the end of the century: that historical coincidence was also awkward.

The most optimistic among the experts tell us that Western dependence on the Middle East oil will not relax its stranglehold upon our economies "before the mid-nineties" at the earliest. "After that," one expert tells me, "the closure of the Hormuz Straits would have a negligible impact on transportation, but not on our industrial economy."

Lack of monetary limitations

Until then, the Western economy will not just depend on a number of foreign powers, but on a group of states which are a very atypical case of underdevelopment, characterised by the availability of almost unlimited sums of money for modernization. This helps to produce a very peculiar kind of political instability: hence the present great fear of the West about the Middle East.

The lack of monetary limitations and controls, a certain kind of "development" to go ahead unchecked for a long time, until something gave: that was the case with Iran. Now, the rulers of Saudi Arabia and the rich city-states of the Gulf are quite aware of this danger. Still, the inevitable modernisation always risks falling between two stools, displacing both the religious, traditional right, and the radical, revolutionary left.

The rulers have to steer an uncharted course between a little and too much economic progress, too little and too much political and cultural innovation. Many experts do not grant these ancient régimes the many chances of coming to a peaceful end, but rather see their process of modernisation without falling into some revolutionary trap. Neither a fundamentalist Islamic regime, nor a radical revolutionary power in control of any of these key oil-producing countries, would make the West happy: our "extra-corporate" lung can fall into very unfriendly hands.

Also, the Soviet Union is so near, and the United States so distant, and there are so many ideological tensions and conflicts between these small and medium-sized

nations. No wonder that the result of all that is a very dark and threatening picture. This may be the most serious problem for the West since the Cold War.

There is no simple answer to this problem, as in the case of Europe a generation ago. The Nato-Eec does not apply to the Middle East. There is still a wide equivalence of interests between the modern rulers of the Gulf and the West: modern capitalism is less of a threat to their identity and independence than communism. But traditional

ties of economic, political, and military cooperation with the West are weakened by a variety of factors. One is the apparent decline of American and Western political will and military power in recent years. Another is the identification of America with Israel.

The traditional Arab rulers have to face many domestic challenges and feel too weak to be able to provoke their public opinion by appearing to be too openly pro-American; that is to say pro-Israeli.

The Egyptian-Israeli treaty has created an area of peace around Palestine, but has also removed Egypt, the foremost Arab power, from its role as ally and supporter of Saudi Arabia, just as it has weakened Saudi ties with America. The Saudis warn you that they may find it unavoidable to use the "weapon of oil" against America. If such a step were to be decided by the Arab League or the Islamic Conference, as a protest against American protection of Mr Begin's "creeping annexation" of the West Bank.

Whatever chances there are of safeguarding our "extra-corporate" lung, and helping the oil states achieve a successful modernisation, they would be almost non-existent if the present neutralisation of American (and Egyptian) power and presence were to continue for long.

The Arab-Israeli conflict has lost some of its urgency, but it has not lost its importance. Local tensions call for a great effort to solve it as soon as possible so as to free regional, national and international energies to face the new challenges confronting the "developing world." This is a recent statement by Mr Shimon Peres, and it is the truth. The Palestinians hold the key, not just to Israel's future of peace, but to the strengthening of vital ties between the west and the Gulf.

Palestinians hold key to future

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Hundreds held under new Gandhi law

From Trevor Fishlock
Delhi, Oct 15

More than 700 people are being held in India under the new regulations introduced three weeks ago which provide for detention without trial.

They are said by the authorities to be hardened criminals, people who have been involved in the past in serious crimes and are called "anti-social elements."

In the northern state of Uttar Pradesh, where one-sixth of India's people live and violence has been seen in recent months, 700 people have been arrested under the new regulations.

In Delhi, the police have drawn up a list of 15 candidates for detention and 10 have been arrested so far.

Publication of the Preventive Detention Ordinance on September 22 caused an outcry in India. To some people it was a return to the old system of the Maintenance of Internal Security Act of the 17-month emergency from 1975 to 1977.

An important difference in the new ordinance is that judges are involved in the administration of it. (The courts had no part to play in the detention system of the emergency.) Although an arrested citizen can be detained for a year without trial, the grounds for his arrest must be supplied to him within five to 10 days of his being held, and detention can continue only if a board of judges agrees.

The Government says the new measure is necessary "to deal with habitual criminals and those creating enmity between different groups."

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Move to limit right complaint about television films fails

House of Lords

Complaints to the Broadcasting Complaints Commission should be limited to individuals only, Lord Hopes (L) said when he moved an amendment to the Bill (M) on the subject of complaints during the committee stage of the Broadcasting Bill.

The purpose of his amendment, he said, was to allow individuals and only individuals to initiate what would be the expensive and time-consuming process of a BCC investigation.

Individuals deserved the right because they were most affected by unethical broadcasting practices. It was those who could not afford the crippling cost of bringing a libel action.

Corporations could generally look after themselves by having power to protest and resources to sue.

He wished to delete a clause giving the right to complain to representatives of the dead, even the long dead. Would descendants of Oliver Cromwell and Charles I be given the right to complain? Would it be given to criminals, foreign countries, or dictators?

Lord Strathclyde (Lab) wanted to remove the right to complain to be made on behalf of the dead and to bring the clause into line with the present law on defamation. He said the clause was far too sweeping and went much further than the present law. There would be a danger of opening the door to a flood of complaints to be made.

Lord Goodman (Lab) said this was a matter of government policy. He said that the clause was a threat to the right of the press to report on the lives of the dead. He said that the clause was a threat to the right of the press to report on the lives of the dead.

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Lord Willis (Lab) said commission would mean programmes such as Churchill and the Generals. He said that the commission would be a result of a complaint would be imposing a financial penalty on the broadcaster. He said that the commission would be a result of a complaint would be imposing a financial penalty on the broadcaster.

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Prudence Glynn

Fourteen years, and positively no regrets

Confronted the other day by a heckle to the effect that I had "wasted 14 years by writing only about hideous clothes costing ludicrous money for silly women to wear at silly occasions" I naturally took this as a great compliment. It should be explained that I always take everything as a great compliment, unless it be a downright insult audible to the naked ear at 500 paces because it does make life so much more easy and pleasant.

I therefore was flattered to find that my heckler thought my time too valuable to waste, paused only to reflect that he almost certainly had never read my page, since especially in the final phrase there are some who felt that I have been most remiss in that I seldom get around to telling them exactly what to wear anywhere, I duly went home on the last train, which is the lot of inexpensive after-dinner speakers, and fell into an untroubled sleep.

However, to the conscientious writer even compliments should be analysed and so next morning I picked up the paper and, instead of starting in the middle as usual, I began at the beginning to see if I might have spent my 14 years more worthily had Destiny so placed me.

We may forget the front page. Punctuality is not one of my vices and while competitors were jamming down their fedora hats and elbowing one another out of the only undervalued telephone kiosk for 30 miles, and shouting "Hold it" or whatever, I should still have been trundling gamely about on the Southern Region making notes on the misuse of derelict land, or the incursion of the urban fox to Clapham Junction. Much the same would go for page two, which is largely continuations of page one which I should not have got to in the first place.

Home news? I am far too inaccurate, emotional and biased. The discovery that Britain had lost yet another contract overseas by sheer incompetence would make my blood pressure soar and anyway I would want to write lots about this man who abducted a PC (how? why?).

Family life would preclude West Europe and Overseas—a neat distinction of which I approve since I am an EEC aficionado—and the only way to do that job presumably is to live there. In any case, my waistline has suffered quite enough from the enchanting food of the Continent and points Far East, Far West and Moven Nord.

Politics is a slow death by cliché and I cannot pronounce, let alone spell all those odd names which sound, as Saki said, like someone trying to suppress a sneeze in church.

I was, of course, in at the birth of the Women's Page in 1966. Goodness, how we battered our poor unsuspecting readers with such facts as that scraps of papyrus revealed that Salome had painful periods. I should have known then that my heart was not cast for Women's Pages; as a matter of fact I am of the belief that Salome was a boy, as were Queen Elizabeth and Joan of Arc, which explains a lot. Had I edited the sexist features, I would have to have given my views on such things as female circumcision and the women's liberation movement. In the first, my views are that this practice is so disgusting, barbaric and unjustifiable by any creed, medical,

religious or moral that when I am Prime Minister I shall sever diplomatic ties with any nation found to condone it. (Mind you, when I am Prime Minister there are going to be a lot of countries with which for various reasons I am going to sever diplomatic ties, so now would be a good time for those of independent mind to stop faddling about with the party of the rump centre and get going on the Little England number.)

As for the women's life lot, they have done more damage to literary reputations and the credibility of women in public life, than the lack of desire among women in general to be associated with so aesthetically unpleasing and silly a bunch can hardly be imagined. I have always regarded Freud as the greatest enemy we confront, giving us two complexes for every one he sought to solve. The fact is that women are now more than equal with men and the other plain fact is that there will be more successful women when they stop being parasites who play and start being workers who sacrifice.

On the surface the arts pages look more promising, but only on the surface. I loathe physical violence and am terribly bored by pornography, so at the cinema I should have spent half my time under the seat and the other half asleep.

The opera is divine, just as long as it is not *Pelléas et Mélisande*, but I do have a fatal tendency to laugh in the wrong places (every time Parsifal turned amidst what looked like a forest created from an Allied Carpet's sale day a shower of arrows fell out of his quiver and when his fine Teutonic bomb was blown to the audience it proved to be clad in Y-fronts which had not seen the light of Persil). When not laughing I am bursting into tears and weeping my mascara, so the opera is out.

Works of art? No. I should have to give my views on such things as piles of bricks and my views would be that they should be hurled singly through the windows of the perpetrator, thus supplying tension release and some useful employment for vandals, or on the purchase of pictures of such disgusting subjects as *Samson and Delilah*—where is women's lib?—one of the most disgraceful and revolting of all stories. I have told the children that it is purely allegorical.

There are far too many books written, and anyway civilized people only need to read Dorothy Parker or Gibbon on a regular basis. In music I only like power play, when you can calculate how soon before he falls off the end of the stool at this speed, ballet again is speed—at what miles per hour does Dame Margot get tossed?

I prefer Bjorn Borg from the back view (lovely little waist and neat shoulders and flanks, ah), equestrianism is muddy, show jumping a circus farce, football violent again, even if they do sing "Land of My Fathers" before banging you on the head.

Those who cook by the light of nature never read any recipes except those of Escoffier and certainly could never put down on paper just what it was that fell into the sauce at the last moment, quite possibly nicked in by the cat, and which gave it that incandescent quality.

Gardening colulus must be stopped at once. They turn the most gentle and pacific men into Genghis beasts who dash about exterminating hedges and unjustifiable by any creed, medical,

"Daddy, you are a sadist," (sic), remarked a loving son as the poppies were murdered.

Nature Notes is equally out because who can match such prose as "feather-footed through the marshy fen passes the queening vole" without getting sent to somewhere uncomfortable and inexplicable.

Travel correspondent might have worked out since I have just received an anonymous letter suggesting that since I thought Deauville too wonderful it was a great pity I had not stayed there. I naturally took this remark as a great compliment again.

A glowing tribute to my powers of descriptive writing and anyone who detects a hint of malice in such a suggestion should remember that it will have been written by the aunt of the town clerk of Brighton, who is only doing her duty, or the aunt of the town clerk of Deauville who does not wish to seem too obvious in his offers of limitless hospitality.

The Court page could seem a natural bolt hole for an English gentleman, but the snag is that it tends to be patronized by other English gentlemen as well as foreign aristocrats and bores. When familiar names popped up there might be temptation to leave them out of the lists of those attending memorial services when you knew quite well that there was a mutual loathing between the quick and the dead and there would certainly be a moral obligation to ring up persons announcing an unsuitable matrimonial match and say, "Don't".

The eye falls at the top of the page and the pastures of religion. Alas, as a high lapsed Anglican I cannot tell a schism from the Reformation (incidentally, did you know that the Duke of Norfolk's family was responsible for the Reformation. It seems most unlikely, but His Grace so assured me the other day, all something to do with Anne Boleyn, it seems, who was a Howard. Well, well) I am pleased with the Pope though because he has come out with some good sense about sex in marriage. I have always thought the words conjugal rights the most disgusting phrase in the law.

The business section might have been fun, except that I cannot add beyond knowing how many beans make five and it is a bit gloomy with everything going bankrupt; but I love interviewing rich, powerful men with huge cars, especially if they are nasty.

I cannot do the crossword, let alone set it. It is when a trusted colleague, chapone of countless miles suddenly suggests that you might like to fly upside down that you realize that being the Fashion Editor has advantages over being the air correspondent. In the former capacity one is perfectly entitled to say "No", never mind the slipped chance of a paper to the Design Council on reliability of seat harness. In the latter one might feel duty bound for air sickness or falling out over Sussex.

And so, you see we get back to the middle page, and I would love to have had a shot at the fourth leader. Since we have not had one since I joined the paper I end with the unfashionable admission that I have been blissfully happy, totally fulfilled greatly privileged and had a simply whacky time writing "only" about dress.

So don't cry for me, Great Portland Street. The truth is I could never leave you.

This is the first of a regular weekly column by Prudence Glynn.

A brisket worth its salt

The Times Cook



Shona Crawford Poole

In the winter of 1677 Samuel Pepys, Secretary of the Admiralty Commission, established new victualling allowances for the Navy. For 6d a day in harbour, 7d at sea and 8d south of Lisbon, the contractors were to provide a daily ration to every seaman of a gallon of beer, a pound of biscuit and two pounds of English salted beef, or of bacon and pork, on four days a week. On the other three, cod, haddock (salt cod) or Poor John (salt hake), two ounces of butter and four of Suffolk cheese were the fare below decks.

Suffolk cheese, like its counterpart from Essex, was hard, strong tasting, and never enjoyed wide acclaim except for its cheapness.

In ships sailing south of latitude 49N an alternative diet was prescribed. Flour, rusks, raisins, currants, olive oil, pickled snail, stockfish (dried cod) and rice were washed down with a quart of wine or half a pint of brandy. Rum came later.

As Pepys noted at the time: "Englishmen, and more especially seamen, love their bellies above everything else, and

therefore it must always be remembered in the management of the victualling of the Navy that to make any abatement from them in the quantity or agreeableness of the victuals is to discourage and provoke them in the most dangerous point, and will sooner render them disgusted with the King's service than any other one hardship that can be put upon them."

That heavily salted beef, stored for months and sometimes years in wooden casks, can scarcely have been a treat any more than its successor in the sustenance of British fighting men, canned corned beef.

The version of salt beef consistently spoken well of is the Jewish one and the reasons for its good reputations are not difficult to work out. It is lightly salted and lightly spiced. But more important is the cut of beef chosen, which should be brisket. This coarsely grained meat is layered with fat and is transformed by careful preparation into a succulent delicacy. The fat is absolutely necessary to the flavour and tenderness of the result, and any excess can be cut off when the beef is served.

The saltpetre specified for the brine can be bought at chemists.

Salt beef
Serves eight to ten
170g (6oz) sea salt
2 teaspoons saltpetre
85g (3oz) demerara sugar
2.5 to 2.7kg (5 to 6lb) boned brisket, hot rolled
1 clove garlic, peeled
1 teaspoon mixed pickling spice
1 teaspoon black peppercorns, crushed
2 bay leaves
Combine the salt, saltpetre and sugar and rub the mixture into

the beef on all sides. Sprinkle the remaining ingredients over the meat. Put the brisket into a large earthenware bowl, or a casserole, and cover the meat with cold water. Stand the container in a cool place, or in the refrigerator, and turn the meat daily for 7 to 10 days. By this time the liquid will appear opaquely slimy, but as long as it is fresh smelling, all is well.

To cook the meat from the brine and wash it well in cold water before rolling and tying it neatly.

Put the beef in a large pan or flameproof casserole and cover it with cold water. Bring slowly to the boil and skim it carefully. Add a large onion, quartered and two bay leaves. Cover the pot and simmer the beef very gently for about 4 hours, or until tender.

Serve it hot in the English fashion with carrots, onions and parsnips added to the pot for the last 40 minutes of cooking time, and dumplings popped in for the last 20 minutes. Plain boiled or mashed potatoes, cooked separately, a jug of the hot stock and a little fiery mustard complete this traditional meal.

Suet dumplings
Serves six to eight
225g (8oz) self raising flour

Put the flour, salt and pepper into a bowl, add the suet and mix together with a fork. Stirring the mixture with a round-bladed knife, gradually add enough cold water to form a soft dough. Shape the dough into small dumplings, flouring your hands to prevent sticking. Cook them, covered, in simmering stock for 15 to 20 minutes. If the stock is boiling too fast the dumplings will disintegrate, and it is off the boil they will be leaden.

Alternatively, serve the hot beef with freshly made potato latkes in the Jewish fashion, or in sandwiches made with thick slices of new rye bread, flavoured with caraway seeds.

Salt and freshly ground black pepper

110g (4oz) shredded suet

Cold water to mix

Sift the flour, salt and pepper into a bowl, add the suet and mix together with a fork. Stirring the mixture with a round-bladed knife, gradually add enough cold water to form a soft dough. Shape the dough into small dumplings, flouring your hands to prevent sticking. Cook them, covered, in simmering stock for 15 to 20 minutes. If the stock is boiling too fast the dumplings will disintegrate, and it is off the boil they will be leaden.

Alternatively, serve the hot beef with freshly made potato latkes in the Jewish fashion, or in sandwiches made with thick slices of new rye bread, flavoured with caraway seeds.

Potato latkes
Serves four to six

500g (2lb) potatoes, peeled weight

2 large eggs, beaten

4 tablespoons self-raising flour

Salt and freshly ground black pepper

Grate the potatoes very, very finely and drain the pulp in a sieve for about 10 minutes. Combine the potatoes with the eggs, flour and seasonings and mix well to blend.

Fry tablespoons of the mixture in about 1 inch of hot oil for about 5 minutes on each side. The latkes should be a rich brown and crisp on the outside, soft and cooked in the middle. Drain them on kitchen paper and serve very hot.

While hot salt beef is generally sliced rather thickly, cold salt beef should be carved in thin slices. For carving cold the beef is best pressed. Remove any large pieces of fat before placing the meat in a suitable dish or tin and cooling it under weights.

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to be based in Hong Kong

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Interested candidates please write for details before 20th October 1980 to:

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THE ARTS

The Importance of Being Earnest
Old Vic

Ned Chaillet

Oscar Wilde took extreme preparatory advice and shortened the four acts of *The Importance of Being Earnest* to the three that have regularly continued his reputation. A few years ago the Glasgow Citizens' Company turned back to a cobbled version of his original four acts, and with Frank Hauser's production for the Haymarket Theatre in Leicester the four acts appear as if they are here to stay. That they were, says the slacker with which the Old Vic brought the production to London.

It hardly seems as if anything has been added, and there are only a few moments which would simply disappear by easy trimming, but the heart of the play remains the two young women, Cecily and Gwendolyn, and only there does Mr Hauser's production really shine. Polly Adams and Isabelle Amyes are not absolutely suited to every minute of their coyness by Jack Warden and Algenon Moncrieff, although both are entirely delightful when they believe they are engaged to the same Ernest and with icy civility.

Season's Greetings
Round House

John Russell Taylor

London theatregoers must often wonder what Alan Ayckbourn's plays look like in their original form. With the season's round, the Round House usually commands in Scarborough, before they have been re-equipped with new actors for the West End.

Now for the first time we have the chance to find out, or ourselves, without going to Scarborough, that is, *Season's Greetings*, for which the Round House is used for once as a theatre company, and the round, comes straight down with its original cast, directed by Ayckbourn.

Technically it is much more straightforward than most of his work, and the well-furnished three-act play about the horrors of suburban family life in the allegedly festive season. The only slight oddity is one character who is seen, merely addressed, offstage, but he is endlessly watches television.

The goings-on at Neville and Belinda's are a happy compulsion of expected marital mis-

adventures against each other. Although that scene is beautifully played, the greater glories of *Season's Greetings* belong to Miss Adams who is a comedian with more than a touch of Lady Bracknell on her spirit. She assumes a regal expectation of adoration and when reconciling her brief rift with Cecily she simply raises her arms like a signal at a railroad crossing, opening the gates to friendship with the younger woman.

Only younger is slightly the wrong word, and it creates a minor difficulty in a play where all the young couples regularly reiterate their ages and look nothing like the babes they pronounce themselves to be. There is little wrong with the polished reading of lines and the metronomic cadences of the dropping of aperiodics, but their apparent age does tend to make everybody look rather more jaded than clever.

Yet the presence of Margareta Scott's imposing Lady Bracknell, while the engagements and genealogical complications are sorted out, brings everyone into their allotted positions with a firm certainty. The elderly Jack of Richard Easton, seems entirely well-matched with the superior Miss Amyes, and David Downton, Algenon, is convincingly besotted with Miss Amyes. Mr Hauser gets away with his chronological balancing act in the end, but it is distracting.

fortunes. Neville takes refuge in his shed with his machines, while Belinda fumes about his uselessness around the house. Eddie and Eddie have a similar difficulty compounded by Eddie's total incapacity as a businessman and the imminence of yet another child. Phyllis and Bernard are children, she drinks and he insists on staging his annual puppet show over the objections of all the adults in sight and to the total boredom of the children he believes he understands.

The older folk watch television when Uncle Harvey is not raving about guns and knives. And the unmarried sister (38) and worried that she may be behaving like an adolescent brings into all of this a writer who has to cope with illiterate advice from all sides, over-the-shoulder personal interest from Belinda and the sort of reaction you might expect from Neville, a man who says with some pride: "Can't tell you the last time I read a book."

And is it as good with just plain folk? Almost certainly: the cast work together admirably as a team, and make the most of the roles Ayckbourn offers them. This play itself is much too long, as well as virtually repeating three characters from *Sisterly Feelings*.



Giorgio Zancanaro and Katia Ricciarelli

Better on the ear than on the eye

Lucia di Lammermoor
Covent Garden

William Mann

A rousing account of the National Anthem reminded Tuesday night's audience that the Royal Opera was about to launch a new season. For the first new production we must wait until mid-December: Donizetti's most celebrated tragic opera was being revived in Zeffirelli's production of 1959, but musically restudied in accordance with the new edition made by Jesus Lopez-Cobos, who also conducts these performances.

Those familiar with the opera could notice some differences of instrumentation, perhaps some beneficial restoration of Donizetti's original keys, the removal of much hallowed but spurious florid decoration (in reprisals some of that, at least, is missed), the opening of some cuts (but not all) including the ensemble in the middle of Lucia's Mad Scene, and the mid-night scene in Ravenswood Castle when Ashton challenges

Edgar to the duel which never takes place in the last scene—both these enhance the work dramatically and musically, and are welcome.

Several times, just lately, we have been told how recourse to original keys will take the title role away from the soprano canaries who have too long usurped it, and restore it to the spinto lyric sopranos for whom Donizetti designed it. For most British audiences Lucia di Lammermoor has always been associated with that kind of voice, chiefly represented by Caldas and Sutherland: the doll-like Lucy voices of yesteryear (such as Paggioli, Pons and Toti dal Monte) can be heard on record, but in their day Lucia was unpopular here, indeed rather denigrated by British arbiters of taste.

Katia Ricciarelli, Covent Garden's latest Lucy, is lovely to look at on stage, musical, and possessed of a beautiful voice which will surely grace the part in time to come. On Tuesday the music seemed to lie not quite comfortably in her voice. The runs were sketched, the high notes shrill, with sometimes a suspicion of wobble or shaky intonation. Yet her "Regnava nel silenzio" held attention, the awesome duet with her brother, "Il pallor funesta"

confirmed my belief that it is the opera's best scene (though the now reinstated duet for Ashton and Edgar runs it close) and in the Mad Scene there were exquisite and touching passages. This was, after all, her first essay at the role: it needs firmer focus and stronger acting.

As a result the Edgar of José Carreras stole, as they say, the show. He did not bother to act much, but he knows the part well, and sang it superbly. He was a delight in the first duet with Lucy, a magnetic centre to the splendid sextet—the moment when you realize why you will return again and again to this silly story—and triumphantly eloquent in the glorious music of the graveyard finale.

The cast also boasts a cogent villain in Giorgio Zancanaro's Ashton, bright, vibrant and fluent of voice, a strong presence and a baritone of potential, as well as Robert Lloyd's splendidly sung Bide-the-Bent (Raimondo) for those more familiar with Cammarano than Walter Scott. Everyone on stage needed the attention of an inspiring producer: Zeffirelli's work was left to Ande Anderson, who can only have been able to block out the moves, though he had also to devise some of his own

for Ravenswood Castle at night. The old sets looked dingy, the lighting as if hit by a power-cut. Usually it was a dismal show: the production, having now come of age, is overdue for retirement.

Mercifully there was one source of brilliant illumination for this Lucia revival, the conductor. Lopez-Cobos transmitted all his research on the score into practical musicianship of a high, salvific order, coaxing and exhorting everybody, on both sides of what used to be called the footlights, with ceaseless vigilance and infinite sensibility.

There was never any question that Lucia di Lammermoor is a classic of its kind, so far as concerns Donizetti's music, or indeed Cammarano's Italian verification of Scott, much of which could be heard and apprehended as communicative presence and a baritone of potential, as well as Robert Lloyd's splendidly sung Bide-the-Bent (Raimondo) for those more familiar with Cammarano than Walter Scott. Everyone on stage needed the attention of an inspiring producer: Zeffirelli's work was left to Ande Anderson, who can only have been able to block out the moves, though he had also to devise some of his own

Arts agenda

The plan of the Mayor of Paris, Jacques Chirac, to re-establish his city as the world's artistic capital takes a step forward on Monday with the opening of the Théâtre Musical de Paris. Housed in the refurbished Châtelet Theatre, next to the Seine, it was originally seen as an opera house challenging the state-run Opera (Chirac leads the Gaullists and is keen to rival the achievements of the government of President Giscard d'Estaing); but the programme for the theatre's first year offers much more than just opera.

It starts with a concert by the Orchestre de Paris under Daniel Barenboim, but the season really gets under way on November 4 with a new production of Offenbach's *La Vie parisienne*—with a double cast, it will run solidly until next February. Having given Parisians their fill of operetta, the theatre has a season of nineteenth-century French opera (complete with a fair number of British singers): Charpentier's *Les Maîtres Chanteurs*, Bizet's *The Pearl Fishers* (with Yvonne Minton and John Brecknock in the leading roles) and Massenet's *Condorillon* (with Anne Howell and Della Wallis).

April brings a season from Roland Petit's Ballet de Marseille, followed by the Festival de France presenting Cavalli's *Ercole Amante*, but the season really gets under way on November 4 with a new production of Offenbach's *La Vie parisienne*—with a double cast, it will run solidly until next February. Having given Parisians their fill of operetta, the theatre has a season of nineteenth-century French opera (complete with a fair number of British singers): Charpentier's *Les Maîtres Chanteurs*, Bizet's *The Pearl Fishers* (with Yvonne Minton and John Brecknock in the leading roles) and Massenet's *Condorillon* (with Anne Howell and Della Wallis).

Another example of the continuing success of British singers in France came last weekend when, for the first time, a Briton won the first prize at the Toulouse International Song Competition. The prize, which consisted of both money and a *Sérénade* award, went to Philip Dugan, a 31-year-old who comes from London. He started in the Glyndebourne Opera Chorus but has been singing a good deal in Europe. At Toulouse, he won the Premier Grand Prix for men; no first prize for

women was awarded—a decision which drew furious protests from the audience.

The Arts Council seems to have got itself into a bit of a muddle over its scheme for grants to writers. During the past year the council has tried to discover whether any of the books, for which authors received awards, would have been written even if the writers had not been given the money. A report on the subject did not come to a clear conclusion, but the council thought there was a strong likelihood that the books would have been written anyway. Nevertheless the council's literature advisory panel decided, though by no means unanimously, that it should continue to offer the grants. The council's annual report notes that the allocation for grants to writers in 1979-80 was £120,000, but, unusually for the Arts Council, this allocation was seriously underspent: less than half of the money, £59,650, was actually given out to authors. In its report the council said there was a growing body of opinion which thought it should make fewer such grants, using the money instead to stimulate book sales and help establish new bookshops.

If the literature department cannot sort out that policy, it has at least had success elsewhere: the council's poetry library, after its first full year in new premises at Covent Garden, has trebled its membership, and with 100 volumes, the council says it is the finest collection of modern poetry in the country.

Afficionados of Peter Nichols, whose comedy *Born in the Gardens* ends its West End run on Saturday, should have long to wait for a new play: he now has two more on the way and is about to start on a third, a musical play about the invention of a machine gun—another comedy.

Sir Michael Tippett's seventy-fifth birthday celebrations continue with the news of the first recording of his opera *King Priam*, to be made by Decca. One by-product is a concert performance of the work at the Festival Hall on November 21, with the London Sinfonietta conducted by David Atherton and a cast including Heather Harper, Yvonne Minton, Robert Tear and Norman Bailey.

Martin Huckerby

Arabella in its proper time and place

Time is not exactly hanging on the hands of Jonathan Miller and Mark Elder this autumn. Miller has been rehearsing Verdi's *Falstaff* in the mornings for Kent Opera, and traces of *Arabella* for the English National Opera, the two productions, due to start transmission on Thursday, are coming long. Even Dr Miller admits that the scheduling is a bit tight. Elder, in his first year as the ENO's music director, is the conductor of *Arabella*—which opens at the Coliseum tonight and next summer he goes to Leyre to take charge of the new *Meistersinger* there.

Elder and Miller, who are looking for the first time, although they have had to resume the partnership for two nineteenth-century Italian operas at the Coliseum due course, reckon that London has not heard *Arabella* in English before, and next summer he goes to Leyre to take charge of the new *Meistersinger* there.

Miller and Elder give the impression of working well together, and Miller adds that this producer-conductor relationship is a kind of gothic arch with both sides leaning together and supporting each other. Elder quickly replies that the producer is the taller of the two and maybe that gives him an advantage.

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Mark Elder (left) and Jonathan Miller

chore the period of their opera very carefully. They knew, for instance, that they were working under the shadow of *Der Rosenkavalier*, and that it was important to get a century away from the *Meistersinger*. So they were dealing with something within living memory: this was the Vienna of their grandparents.

"Hofmannsthal never casts judgment on the characters he has created. Here are the 'impoverished' Waldners in a Vienna hotel with their two daughters whom they must marry off. It is important not to downgrade them, they live in a epic and great vulgarity and their seediness comes only in their pretensions. Through the rehearsal I've been thinking of Chekhov who also always withholds judgment; he puts his men and women on stage and lets the audience decide whether they are funny or pathetic."

The first act of *Arabella* is generally reckoned to be flawless, but the middle act set at the annual Coachmen's Ball, with a long display aria for the Coachmen's belle of the year, is Mark Elder among them? "It can't be denied that Act II is one of the most consistent, excellent, of that first act. Indeed, following the practice in many German houses, we've cut a certain amount including the exchanges between

the Fickermüllers and Arabella's sister, Mandryka. But I certainly don't despise the Fickermüllers, she's a fun girl, a Viennese Barbara Windsor, a piece of Turkish Delight, whose stock-in-trade is vocal acrobatics. So we see her as a kind

of high-wire act."

And so to Arabella herself, who waits in Vienna for *Der Rosenkavalier*, Mr Right, to come and carry her off. She finds him in Mandryka, almost loses him, and then in the last act takes that glass of water, which symbolizes their union and a future life together on his Slovenian estates. Whether she goes off to happiness or to be a second Emma Bovary is an open question. Jonathan Miller: "The key to Arabella is that she is on the brink of life. She begins as a girl who has strange fantasies about the redeeming hero who will come and rescue her from the mundane life she leads; she longs for passion of a high and sublimated sort. Yet there's something of the life force in her, just as the Waldners perhaps unconsciously look to Mandryka to revive their fading stock. The aristocracy was beginning to fail and there is a longing to sustain the old values. The hands of her future husband might be one way to do it; they are an unknown domain to her, rather like that of Alain-Fournier's *Le Grand Meauland*."

"Mandryka does not understand the ironies and games of Viennese society, but he has the courtesy of the squire. At one point he apologizes for being half a peasant: if he were, then he wouldn't be apologizing. He's in many ways like the type of Scottish peer who always introduces himself as a crofter."

Miller and Elder give the impression of working well together, and Miller adds that this producer-conductor relationship is a kind of gothic arch with both sides leaning together and supporting each other. Elder quickly replies that the producer is the taller of the two and maybe that gives him an advantage.

John Higgins

Amsterdam Nonet
Queen Elizabeth Hall

Hilary Finch

The only patch of real serenity in Jan Koetsier's 1976 *Rondo Sereno*, dedicated to the Amsterdam Nonet, who played it on Tuesday, the first tentative appearance of the main motive of the gently waltz-like rondo theme and its fanciful echo at the end. It bounces in and out of varied and fluently inventive intervening episodes plainly and relentlessly enough to give the ears an easy 12 minutes of it. With some jolly

wind benter, a smooth parlour piece for cello and a nicely placed horn solo, this was a welcoming conversation piece with which to open the evening.

It was only a pity that, despite the weightier subject matter of much of what was to follow, the level of conversation too seldom rose above such niceties.

Lacking weight from the very beginning, the Schumann Piano Quintet was nothing like powerfully enough projected. Here, as throughout the work, dynamic contrasts were undermined by a lack of arm power, suspensions (particu-

larly at the start of the movement) died before they were live through, while the first violin, in its moments of potential glory, was annoyingly self-effacing. After a waveling and all too short second movement final chord, the Scherzo's exhilarating scale passages were approached with little more enthusiasm and energy than a reluctant child practising.

The Schubert Octet began more promisingly. Hans Bijholt's strongly musical clarinet playing seemed to urge on and inspire the strings, and there was some finely woven ensemble playing from them.

Joop Meijer, too, after some earlier fluffing, gave us an effective horn envol to the first movement.

A sharply vivacious third movement and an Adagio in which the clarinet, at times as sweet and penetrating as an oboe, showed real joy in the melodic line, raised the expressive level of the evening. The fourth movement, variations, too yielded more characterful ensemble playing and closer attention to detail. But a lack of a sense of direction, of music driving upwards through each note to achieve and then celebrate its goal, damped the spirits of the final Allegro.

Some of the reviews on this page are reprinted from yesterday's later editions

Herbert von Karajan's first digital recording

MOZART: THE MAGIC FLUTE

Edith Mathis · Karin Ott · Janet Perry
Anna Tomova-Sintov · Agnes Baltsa · Hanna Schwarz
Francisco Araiza · Gottfried Hornik · José van Dam
Chorus of the Deutsche Oper, Berlin · Berlin Philharmonic Orchestra

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DIGITAL ChO. 03382 001 · 3 MCs

The Magic Flute has a very special significance for Herbert von Karajan and Deutsche Grammophon. Karajan conducted a production at the Berlin State Opera in 1938 which made musical and theatrical history and, in the same year, he recorded the overture with the Berlin State Opera Orchestra. This historic recording is a bonus with Herbert von Karajan's 1980 recording of *The Magic Flute*, recorded in the Berlin Philharmonic Hall with a fresh and inspiring cast of today's leading young Mozart singers including Edith Mathis (Pamina), Francisco Araiza (Tamino), Gottfried Hornik (Papageno), José van Dam (Sarastro), Karin Ott (Queen of Night), Anna Tomova-Sintov, Agnes Baltsa, Hanna Schwarz (Ladies).

Karajan has always been identified with the development of sound reproduction, and it is therefore appropriate that his first Deutsche Grammophon digital recording should be *The Magic Flute*.

All Deutsche Grammophon new releases are now imported from West Germany.

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Times

SPORT

Football

Romania forwards too quick for England's overworked defence

From Norman Fox
Football Correspondent
Bucharest, Oct 15

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Leeds man leads the way for Wales

By Clive White
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Bond's bitter goodbye to seven sweet years

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Celebration in the grand manner

From Nicholas Harling
Belfast, Oct 15

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Rugby Union

Gould's kick saves match and seals personal triumph

By Iain Mackenzie
South of Scotland 15

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Bucks enhance prospects of group title

By Richard Streeton
Buckingham 12

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Buckingham 12

Murphy justifies 'double' billing with a flourish

By Peter West
Rugby Correspondent

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Rugby Correspondent

Kent's tries earn success and maintain unbeaten run

By Iain Mackenzie
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Penalty saves Harrogate

By a Special Correspondent
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The critics who wish the lady would turn a little

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The difference a Day makes

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LONDON DIARY

bid for Associated Neighbouring properties firmly denied by companies.

I am sure the subject even be discussed when the Prince of Wales be the guest at a party at the school's new year the Barbican to celebrate.

Alan Ha



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Alan Ha



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LETTERS TO THE EDITOR

MR CALLAGHAN GOES

Mr Callaghan has taken the right decision in giving up the leadership of the Labour Party. It cannot have been an easy judgment to make. A former Prime Minister, who has been at the centre of British politics for more than twenty years, is bound to have some regrets when the time comes to step down. Mr Callaghan was subjected to considerable pressure to stay on for a little while from Mr Michael Foot, the Deputy Leader, with whom he has formed a close working partnership, and from trade union leaders on whom he has relied for support. The party's position is weak, and the argument which Mr Callaghan could not lightly dismiss, that it would be unwise for the parliamentary party to elect a new leader before an acceptable electoral college had been devised.

Yet Mr Callaghan was right for two reasons not to be guided by the strong voices of those friends who urged him to delay his departure. It would have further weakened the position of the parliamentary party. If Mr Callaghan had even appeared to give credence to the view that it has no right to elect a new leader in the interval before an electoral college has been established. On the contrary, the parliamentary party needs to accept a leader that it does not want. Secondly, the party needs during these next critical months more vigorous leadership than Mr Callaghan has been able to provide since the election.

He has not been a successful Leader of the Opposition, and he leaves his party in disarray. He placed too much reliance on the aid of a few trade union bosses as a means of rescuing the party. He failed to rally opinion on a wider scale and he did too little to win the argument. But he is not the first Prime Minister to have lost his zest for political combat on being deprived of office. Nor should his lack of success during this last phase of his career colour too much the judgment that is made of his overall record.

Mr Callaghan had the unusual experience of proving more accomplished as Prime Minister than in any other office he held. He was an unsuccessful Chancellor of the Exchequer, even if one discounts the more lurid reflections of his tenure.

MRS GANDHI'S USE AND ABUSE OF POWER

Mrs Gandhi's return to power in India nine months ago was undeniably an act of popular will in spite of the lower than usual poll. In part this was a rejection of the quarrelling and ineffectiveness of the Janata coalition; much more it was a sign that the period of Janata's power had thrown into greater prominence Mrs Gandhi's tenacity and personal appeal as a national leader. In the seventies the Congress Party, so long the accepted party of government, had divided like the channels of a river delta, leaving only Mrs Gandhi's personal following as a symbol of power to the Indian people. Finding that the symbol mattered more than the party, this massive electorate was content to turn back to the assurance Mrs Gandhi provided. There was no other leader in sight. There is not now, nor any sign of one.

But necessarily judgments begin to be made of Mrs Gandhi's performance in office. She has not yet been able to fill her cabinet with able ministers who command respect. She is watched by many prominent politicians and journalists who suffered during the emergency and are anxious lest she has not learnt its lessons and might again return to the methods used then. Hence the sharp criticism in the Indian press when a national security ordinance was issued last month giving powers for detention without trial for up to twelve months. It was pointed out that there were safeguards that had not applied during the emergency: those arrested would be given reasons within five to ten days of arrest, and deten-

tion would not continue without the assent of a board of judges. But there have been 700 arrests in Uttar Pradesh, notably of black marketers and hoarders, while in Delhi a few arrests are being made by a list of 200 more candidates.

The punishment of economic and social malefactors is bound to be popular and may bring some immediate benefits, even if some of those picked up have suffered because of personal vendettas pursued by politicians, bureaucrats or police—one of the dangers against which *The Hindu* of Madras warned three weeks ago. Undoubtedly much of the "chaos" which has seemed to be a danger this year can be put down to the laxity of Janata rule. Serious Hindu-Muslim rioting, brutal violence against minorities, conflict involving police minorities, not least the severe disruption in the north-eastern states, with many hundreds of deaths and many thousands of refugees, are all aspects of the chaos that can seem to cast its shadow over India and stimulate a plea for law and order to be restored. In responding to this demand Mrs Gandhi can expect popular backing.

Yet if a general comment were to be made of her nine months in office it would be in the terms used by *The Hindu* in criticising last month's ordinance. There was a failure, said the newspaper, to implement existing laws and, above all, an absence of political will in tackling the undoubted problems which agitated the country and urgently needed action. One might not press this charge (of

which the Janata leaders were much more deserving) against Mrs Gandhi after she has suffered the personal and political tragedy of her son Sanjay's death; and the magnitude of the task is apparent when one reflects on the size and character of Indian society.

In general terms, the administration of justice from the top downwards might seem very creditable, but examine the cases of those detained in a particular prison and a quite different light is thrown on bureaucratic mismanagement and delay, on police corruption, worthless witnesses and magistrates turning blind eyes for better convenience. A more common example of failure to bring about intended change is land reform, high on the Congress list for years past yet slow to be realised. The truth must be faced that the stiff ridges of caste and custom and ineluctable misery that run through the lower levels of Indian society remain tenacious.

Nevertheless the charge of inactivity, of getting very little done despite the power that has accrued to her personal leadership, begins to lie against Mrs Gandhi. She might answer it by claiming that the political wilderness of the last decade in India has been marked by more lasting and worthwhile economic progress than ever before. Despite many unsolved problems, of which power remains the most obvious, the achievement is one that should be acknowledged. All the more reason why the political and social problems should be tackled with more vigour.

For the first two and a half years of his term of office he must be accounted a successful Prime Minister. But his decision to hold a general election in October, 1978, marked a sharp turning point. From then onwards his authority crumbled. The decision itself was a sign of indecision. His failure to secure a further round of incomes policy with a guideline of five per cent, while an honourable mistake in the national interest, none the less betrayed a failure to appreciate the intrinsic weakness of an incomes policy as an instrument of economic management. There followed the winter of discontent.

So Mr Callaghan left office with a sadly diminished reputation which has not been restored. He is right to go now. But as he does so he deserves proper recognition from his countrymen, not only for his specific achievements but also for the dignity with which he conducted himself as Prime Minister. He commanded more confidence in the country than any other politician of his day. If in Britain we elected a leader rather than a party he would not have lost office, and he remains a popular figure with the general public.

In choosing his successor the Parliamentary Labour Party needs above all to be positive. It is a good thing that Mr Foot is not to stand. At 67 he would be too old to lead the party into the next election, which is probably three years away; and it would have been most unwise for Labour MPs to have settled now for an interim leader. That might have seemed the safe choice, but it would in fact have been the one most likely to split the party.

The wisest course now would be for them to elect Mr Healey. Of all those available he is the best qualified on two scores. Although a number of right-wingers doubt his willingness to fight the left, he is the one man with the stature and toughness required to assert the rights of the parliamentary party. He is also the person who will appear to the country as the most formidable potential Prime Minister. He is the man whom the Tories are most likely to fear. The two roles are linked. The next Labour leader will not command the confidence of the electorate unless he can first win his own party's battle, and he will stand a much better chance of controlling his party if he looks likely to win the election.

Engineers' response to Finniston

From the Chairman of the Council of Engineering Institutions
Sir, The Government's proposals on the Finniston report faced the engineering profession with difficult decisions and we were given only a few weeks to respond to them. In a very large and complex profession it is inevitable that differing and strong views are held, and it takes time and patient negotiation to reach consensus. This fact is well understood by the Department of Industry, which is pressing us urgently for a detailed response. In turn we understand the Government's wish to maintain momentum.

As you have reported on three separate occasions over the past week, the presidents of the Chartered Engineering Institutions, which are the members of the Council of Engineering Institutions, met under my chairmanship on October 8 and will meet again on October 21. Many other discussions are taking place. We are making substantial and steady progress in our search for solutions which secure the maximum benefit to the national interest while protecting the legitimate interests of the profession. I have every confidence that we shall be able to give the Secretary of State a fully argued response from the entire profession before the end of the month.

We all understand that this important debate is a matter of public interest which invites press speculation, but we believe we shall reach agreement quickly. If all the parties concerned avoid making statements until we have reached a consensus view, May I therefore ask you to be patient and not to take too seriously the rumours of disputes within the profession that are bound to gain currency at such a time? I can assure you that the truth is much less exciting but much more encouraging for the future of the engineering profession and therefore for the national interest.

Yours faithfully,
P. A. ALLAWAY,
Council of Engineering Institutions,
2 Little Smith Street,
Westminster, SW1,
October 15.

Jobless school-leavers

From Mr R. Hurst
Sir, The reduction in the number of unemployed school-leavers in September, compared with August, must be a welcome sign. However, the September total of 208,000 was still 91,000 higher than a year ago and there is no cause for any complacency.

It is understandable that when youth unemployment problems are debated, most attention is focused on school-leavers. It needs to be recognized, however, that school-leavers are only a proportion of the unemployed teenagers. If those who have previously had jobs are included together with those in special schemes, a total of about 500,000 teenagers are at present without real employment, a frightening figure.

The task of creating sufficient jobs for this number of young people, and those leaving education during the next few years is immense. It must therefore be accepted that for a number of years some young workers will have no work to do. The standard of care of patients on ventilators has improved throughout the country. Of course there are good and bad doctors. Some patients will not get a chance of resuscitation and use of the ventilator because their condition occurs where there are no facilities. Even in small, poorly equipped hospitals, the clinical criteria, attacked by *Panorama*, would have prevented the errors illustrated in the programme. The person with the flicking eye could not have been examined properly. The doctors who gave the boatman a muscle relaxant should have known he was paralysed by the drug. All the overseas poisoning cases would have been excluded from clinical assessment alone.

The Institute of Careers Officers hopes that the Government's current review of special measures for unemployed young people will result in the adoption of a longer-term strategy which is aimed at creating a well-trained and motivated young labour force. This strategy should also be associated with the acquisition of essential work experience or vocational training except through government-sponsored schemes like the Youth Opportunities Programme. Expenditure on these schemes for young workers should be regarded as an investment in the same way that the huge resources allocated to higher education always has been.

The Government should, therefore, even at this late stage, reverse its decision to defer the payment of supplementary benefits to next year's school-leavers aged under 19 years. This proposal will adversely affect the regular registration for employment of unemployed young people, their ability to meet the costs of attending interviews with employers and their ability to respond to ministerial requests to be more mobile in their search for jobs.

Yours faithfully,
RAY HURST, Honorary Secretary,
Institute of Careers Officers,
Careers Office,
Fry Street,
Middlesbrough,
Cleveland.

MIND and its work

From Lady Norman
Sir, I write in support of Professor Sir Martin Roth's constructive letter (October 7) where he says "The need for the re-establishment of a modern Board of Conservancy, expertise, compassion and quiet firmness endowed it with professional and moral authority."

When I was chairman of the executive committee of the National Association for Mental Health in 1958 we were very critical of the abolition of the then Board with whom we had happy and close contacts, because we realized just the state of situation that have now arisen. The problems in the field of mental health are so complex and varied that my friend Lady Bingley, (letter, September 20), who knows this only too well, might seriously turn her mind to considering Professor Roth's suggestion of making an entirely new start which could only be to the advantage of the patients, their unfortunate families and the valiant team of doctors and nurses in the special hospitals as well as in the psychiatric hospitals and institutions for the mentally handicapped.

Yours faithfully,
FRISILLA NORMAN,
Aubrey Lodge,
Aubrey Road, W8.

BBC presentation of transplant dilemma

From Professor R. V. Calne, FRS

Sir, The potential of television to manipulate and distort according to the wishes of the producer is enormous. By skilful editing, cutting and emphasis on sentences taken out of context, British surgeons were portrayed by *Panorama* (broadcast October 13) as callous and ill-informed, whilst foreign doctors were shown to be wise and devoted to humanitarian interests. The results of this biased presentation of British transplant practice will be distressing and its perpetration was a wicked act.

All recipients of grafts will now be assailed by doubts that their organs were removed from people who might have lived if their doctors had more skill and humanity. The relatives of those who have had organs taken for transplantation will feel personally guilty for giving permission for the organs to be removed and bitterness towards the doctors for betraying their trust. Relatives of those killed, whose organs could be used for transplantation, will withhold permission and doctors will be reluctant to accept organs.

The truth is far from the picture painted by *Panorama*. It is certainly a difficult and worrying task to care for a patient stricken with brain damage, but an analysis of these matters is complicated and therefore unsuitable for treatment by peak-viewing television programmes devoted to entertainment and sensationalism.

Medical skills vary according to ability and experience. Modern resuscitation now enables victims of head injury and brain haemorrhage who stop breathing to be maintained with a heart beat by means of a mechanical ventilator. Such success is not common in small hospitals, referral to a specialized regional centre provides the patient with the best opportunity of a experienced and skilled care. Every effort will be made towards helping the patient recover. If, however, the brain is completely dead, the ventilator should be disconnected, since ventilating a corpse can do the individual no good and causes anguish to his relatives. In a specialized centre, such as the brain is demonstrated by clinical criteria and sometimes by operative findings when the brain is inspected.

On other occasions electro-encephalography, angiography of the arteries supplying the brain and computerized tomography of the brain can be used to help the decision. No one test is infallible: the main strategy for the patient is assessment by a skilled clinician who will not stop the ventilator until he is sure that the brain is dead.

In the United Kingdom there are not sufficient resources for all ventilator cases to be transferred to a specialized unit and some patients would not stand a journey. Therefore the report setting up clinical guidelines was welcomed by the profession. The standard of care of patients on ventilators has improved throughout the country. Of course there are good and bad doctors. Some patients will not get a chance of resuscitation and use of the ventilator because their condition occurs where there are no facilities. Even in small, poorly equipped hospitals, the clinical criteria, attacked by *Panorama*, would have prevented the errors illustrated in the programme. The person with the flicking eye could not have been examined properly. The doctors who gave the boatman a muscle relaxant should have known he was paralysed by the drug. All the overseas poisoning cases would have been excluded from clinical assessment alone.

Anyone who insists on beginning in this way is bound to go on to confuse himself and everybody else. For the fundamental and perhaps paradoxical truth is that, notwithstanding the fact that perhaps the largest member of the second and still nominally Socialist International, the SPD has not for more than 20 years been a socialist party. Glee's actually refers to the 1959 Bad Godesberg conference at which the SPD categorically and definitively repudiated its traditional socialist commitment; its commitment, that is, to the public and normal state ownership of all the means of production, distribution and exchange. But, presumably because he is in a muddle about the nature of socialism, Glee's does not compare and contrast Bad Godesberg with the conference in the same year at which our Labour Party equally overwhelmingly reaffirmed, with practically insignificant amendments, its own constitutional commitment to total class socialism.

Yours faithfully,
ANTHONY FLEW,
26 Alexandra Road,
Reading,
Berkshire,
October 13.

Training solicitors

From Mr C. E. H. Twiss

Sir, The statement by the President of the Law Society (October 10) that there are 2,000 solicitors looking for jobs and many more seeking training for the profession will come as no surprise to those who have been recruiting articled clerks or young solicitors in the past few years. Indeed, having received an average of 60 applications for articles of clerkship in the public service, I have often wondered what happens to the unsuccessful applicants.

It would be a great pity, however, if competent school-leavers were dissuaded from reading law at university or graduates from seeking training to become solicitors, since the able and motivated among them will, I am sure, find a demand for their services.

Of the 60 or so applicants for articles, probably 50 would disqualify themselves by the poor presentation of their application or by mediocre academic achievement. Of the remaining 10, quite possibly

My discussion so far has nothing to do with organ grafting, but solely with the care of a patient with brain damage. Once the decision has been made to stop the ventilator, then organ donation may save life and restore sight. The development of organ grafting has led to improved care of the ventilated patient, because as a result of the clinical guidelines more skill and attention are now focused on preventing any mistaken premature assessment of death.

In a perfect world, all ventilator cases would be referred to a regional neurosurgical centre, but then in a perfect world there would be no ventilator cases, no need for organ grafting or television. No doubt many patients will die awaiting organ grafts in a hostile, suspicious and uncharitable climate following *Panorama*. Elated by their achievement, the *Panorama* team can tackle more difficult challenges—I would suggest they try to show that St Francis of Assisi was cruel to animals.

Yours faithfully,
R. V. CALNE,
Department of Surgery,
Addenbrooke's Hospital,
Hills Road, Cambridge,
October 14.

From Mr R. W. G. Johnson
Sir, Richard Lindley's *Panorama* programme on brain death (BBC, Monday, October 13) was a most informative and excellently presented documentary. It was bound to cast doubts even into the minds of the convinced. Unfortunately, this will almost certainly lead to a fall-off in the number of donors available for transplantation unless some of its more subtle references are made clear to the medical profession and to the general public.

Firstly, nobody is considered for kidney donation in this country unless a precise diagnosis of the cause of coma exists. This would automatically exclude occult drug abusers. Secondly, it is perfectly clear in the Royal Colleges' code of practice that drug abuse can alter the clinical findings in the diagnosis of brain death. Over the years, such cases have not been accepted as transplant donors.

Both EEG (electro-encephalography) and cerebral angiography are widely used in the diagnosis of persistent coma; patients with EEG activity or evidence of an adequate cerebral circulation are not considered for organ donation. It is true that EEG is not available in every hospital, but neither are the intensive care facilities needed to look after patients in coma. These patients are most often transferred to the facilities.

Lastly, I have reviewed amongst our own donors from the north-west region the time interval between supporting patients in coma on mechanical ventilators and consulting the transplant unit about potential organ donation. This interval is very significant—the average for adults is seven days and for children 9.5 days. The interval represents the prolonged and often agonizing time that a parent has to live before the diagnosis is finally made.

There is no question of pressure from the transplantation team. I welcome any useful information on brain death and remain confident that the level of concern and competence in this field in this country is second to none. Yours faithfully,
R. W. G. JOHNSON,
Consultant Surgeon in Charge,
North West Regional Renal Transplant Unit,
The Royal Infirmary, Manchester,
October 14.

The result is that Glee's completely fails to recognize and to come to terms with the centrality of that commitment. Clause four is not something which has been insinuated into the party constitution by a bunch of Trotskyite entryists; it has been there since 1918; it has been printed on every party card as the statement of the party's aims for as long as anyone can remember; and, as few people seem to know, words to much the same effect are to be found in the rule books of most of our major trade unions.

It is idle to advise "Labour's real leaders"—assumed, despite their own professions, not to be socialists—to "define a new set of principles" and to tell "the militant rank-and-file" either to bury these or to "seek another party." It is the non-socialists who should long since have left the party whose clearly reiterated aims they do not share. He also fails to insist that "the trade union leaders should offer its close cooperation." For it is precisely the union leadership, casting between 80 per cent and 90 per cent of all the votes at party conferences, which controls these conferences, and which sustains the Marxist and Muscovite majority on the National Executive Committee.

Yours faithfully,
ANTHONY FLEW,
26 Alexandra Road,
Reading,
Berkshire,
October 13.

two or three will have found jobs before the day set for interview, and there would be three or four strong candidates left, all of whom would, I have no doubt, be offered articles within a reasonable time. Experience has shown that the able articled clerks have, as solicitors, risen to senior posts within a few years of qualifying.

The president's statement will, no doubt, discourage those students who have regarded training as a solicitor as an easy way into a well paid job, and perhaps make careers advisers in schools more choosy about whom they advise to take up the law. If it does, then it is all to the good. It should not, however, cause needless alarm to students who are of above-average ability and who dearly wish to pursue a career in the profession.

Yours faithfully,
C. E. H. TWISS,
Mallards,
Mallards Lane,
Polstead,
Colchester,
Essex,
October 13.

Turnstiles to divide sheep from goats

From the Very Reverend C. A. Shaw

Sir, The subject of admission charges to cathedrals (leading article, October 14) raises more important issues than merely financial. The widespread public distaste still felt at this suggestion is something to be welcomed, not resented. It indicates a more elevated view of these buildings on the part of the public than is held evidently by the English Tourist Board.

Many of us working in cathedrals are unhappy at such a neat division of people into tourists and worshippers. Equally arbitrary is the separation of the building into parts suitable for prayer (a side chapel, and the rest, available for sightseeing). One of the lovely things about Hereford Cathedral is the way in which people use the nave for private prayer as visitors are being welcomed. Every visitor is a potential pilgrim just as each part of the building is susceptible to prayer: the spell, as you finely say, cannot be easily disentangled.

Over 60 volunteers who shared our belief that our 100,000 visitors a year were not merely gaping sightseers, the Dean and Chapter in 1978 instituted a Ministry of Welcome scheme. We know the overwhelming number appreciate it, many of them return and most make a free offering. Our income from this source has more than doubled without losing a single stop of goodwill.

Mr Montague's analogy between a cathedral and a country house is in any case erroneous. A great house is a private family home. A cathedral is a truly public house, of which the Dean and Chapter are custodians to whom people have as much a right of free access as they have the right to breathe the air and admire the scenery.

Thank God no earthly turnstile yet invented is able to distinguish between the worthy and the unworthy, refusing to take on this divine responsibility the Dean of Westminster shows a surer instinct than does Mr Montague.

Yours faithfully,
ALLAN SHAW, Canon Precentor,
Dean and Chapter of Hereford,
The Canon's House,
Hereford,
October 14.

Jubilee Hall listing

From Mr Ian McNicol

Sir Mr William Bell, of the Greater London Council, used your columns (October 7) to state that Jubilee Hall, Covent Garden, was only listed "as the result of public pressure, not on grounds of architectural importance but because the community wanted it as a sports hall." Before this myth becomes accepted historical fact I feel the background to the listing should be explained.

In December, 1977 (before the sports hall was open) a Department of the Environment historic building inspector visited Jubilee Hall and recommended that it should be listed Grade 2. Listing would have ensued as a result of this report but for the timely intervention of the Greater London Council. The leader of the GLC, Mr C. A. Shaw, wrote a lengthy letter to the then Minister at the Department of the Environment, Mr Reginald Freeson, arguing that if the Jubilee Hall was listed then the GLC would lose over £1m. Mr Freeson accepted this argument and the listing did not proceed.

It was only in July of this year, when Mr Freeson wrote to the present Secretary of State for the Environment, Mr Michael Heseltine, explaining this saga, that the facts came to light. Mr Freeson pointed out that a Government statement in the House of Lords that "successive Secretaries of State had concluded that the hall does not have the special architectural or historic qualities necessary for listing" was not correct. Mr Heseltine then listed the building and thus finally concluded an episode which should have been resolved in 1977.

I have heard Mr Heseltine being accused in the GLC Chamber of a "political listing"—from the above it must be quite clear that he was only doing the honourable thing in carrying out his statutory duty. Mr Bell is well wide of the mark: in fact it was the intervention of the GLC officers which brought about the earlier "political non-listing". Yours faithfully,
IAN MCNICOL, Manager,
Jubilee Hall Recreation Centre,
Central Market Square,
Covent Garden, WC2.

Little John

From Mr Pat Adams

Sir, My father's first name was John; he was some 70 or 80 years ago, for use the signature "John M. Adams". When I visited Canada recently, my host mentioned that his Newfoundland grandfather had used the same abbreviation—"John, Newson"—and he wondered how it originated. So did I, and so far my enquiries have got me nowhere. Other abbreviations of the period, like Chas. and Thos., were all consistent in keeping the letters in the right order, and economical in saving at least two. But how did "John" become "Jno."?

Yours faithfully,
PAT ADAMS,
Savoy Club,
9 Fitzmaurice Place,
Berkeley Square, W1,
October 13.

Taken in adultery

From Mr J. B. Cahill

Sir, It is interesting to compare the recent remarks of Pope John Paul on Matthew 23 (John, October 9) with those of St John Chrysostom, a very distinguished bishop of New Rome: "Rather, if you desire to look and find pleasure, look at your own wife and love her continually: no law forbids that."

Yours faithfully,
J. B. CAHILL,
Christ Church,
Oxford.

Tackling juvenile crime

From Lady Faithfull

Sir, I am writing in my capacity as chairman of New Approaches to Juvenile Crime, which has the support of eight organizations concerned with young offenders—the Association of Directors of Social Services, the British Association of Social Workers, the Conference of Chief Probation Officers, the National Association for the Care and Resettlement of Offenders, the National Association of Probation Officers, the National Council for Voluntary Organizations, the National Council of Voluntary Child Care Organizations and the National Youth Bureau.

It is disappointing that the Government's White Paper, *Young Offenders*, fails to reassert the aim enshrined in the 1969 Children and Young Persons Act of phasing out the use of prison department establishments for offenders under 17. This objective was not based on any sentimental or idealized view, but on a realistic estimation of the disadvantages of dealing with young offenders in institutions away from the problems which lead them into crime. It may not be practicable to end the use of custody and deten-

develop all the necessary alternative provision in the immediate future, but a declaration of the Government's intention to move in this direction would be preferable to legislation perpetuating prison department custody for this age group.

A small number of juvenile offenders require secure accommodation, which should ideally be provided by local authorities rather than the prison department, and a minority need residential care in a small but well resourced residential sector. However, the proposed residential care order is based on the mistaken notion that giving magistrates greater powers to commit young offenders to community homes will help reduce criminal activity. Nevertheless, it is encouraging that the Government has taken some earlier criticisms of the proposed order into account by limiting the order's duration to six months, by defining a wide definition of "residential care" and requiring legal representation before such an order is imposed.

For most juveniles, the most helpful approach lies in the development of intermediate treatment schemes which will draw young offenders away from delinquency

and to involve parents in taking more responsibility for their children's behaviour. The Government's declared intention to encourage the continuing development of intermediate treatment is welcome. A substantial switch of resources from custody to intermediate treatment schemes would be a valuable investment for the future, and should constitute a central part of any programme to combat juvenile crime.

Yours faithfully,
LUCY FAITHFULL,
New Approaches to Juvenile Crime,
165 Clapham Road, SW9,
October 7.

Religion and crime

From Dr J. C. M. Carmichael

Sir, My neighbour John Farrell (October 15) was encouraged by the number of sinners in the Catholic church. I would be more encouraged if I was sure that the church attracted them rather than produced them.

Yours faithfully,
TOM CARMICHAEL,
21 Somerset Street,
Bristol 2,
October 9.

LAING

make ideas take shape

THE TIMES
BUSINESS NEWSIMI
The International
Manufacturers
Association
of the United Kingdom
and the Republic of Ireland
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100, Victoria Road, London, W12 9LQ

- **Stock Markets**
FT Index 885.5, up 8.1
FT 100 71.48, up 0.36
- **Sterling**
\$2.4075, down 10 points
Index 76.6, up 0.2
- **Dollar**
Index 83.5, up 0.2
DM1.8255, up 80 points
- **Gold**
\$678.50, up \$8.50
- **Money**
3-mth sterling 15 1/2-15 1/4
3-mth Euro-13 1/4-12 1/2
6-mth Euro-13 1/4-12 1/2

IN BRIEF

Post Office
set to
confirm 14p
letter rate

An increase in postal charges—taking the cost of a first class letter to 14p—is to be confirmed by the Post Office within the next few days.

The rises, which will apply also to parcels and National Giro Services, will take effect probably in February, exactly a year since the last round of price increases.

By law the Post Office Users' National Council has to be given three months' notice by the corporation of any price changes.

Factory taken over

British Nuclear Fuels announce it has bought the former Courtfield factory at Lillibeth, on the outskirts of Worthing, which closed two months ago with the loss of nearly 1,300 jobs. BNF plans to use the premises as an engineering workshop for power station components.

Honour for economist

The 1980 Alfred Nobel memorial prize for economics was awarded yesterday to an American, Professor Lawrence Klein of the University of Pennsylvania. The prize, which was set up by the Swedish Central Bank in 1968, is worth over £100,000.

Business Diary, page 17

African challenge

Growing demands of African countries in the next decade would pose a great challenge to the British truck and bus industry, particularly Leyland Vehicles, said Mr. Kenneth Clarke, Parliamentary Secretary at the Department of Transport, at a conference yesterday.

Haulage rates up

A rise of 13 per cent in road haulage rates between Britain and Europe from January 1 is being recommended by the Road Haulage Association to its member companies in international traffic. Rates have not risen since January 1978, while costs are up 55 per cent, the RHA says.

More oil for France

France hopes to make good the loss of Iraqi oil supplies by stepping up deliveries from Saudi Arabia, the United Arab Emirates and other producers, French government officials said in Paris. The UAE has agreed to sell France an extra 50,000 barrels per day.

Acceptance urged

Mr. Paul Tapscott has urged shareholders in Laurence Scott, the electric motor group, to accept the cash offer of £6.2m takeover bid from Mining Supplies and reject the shares.

Financial Editor, page 17

Protests expected

Renewed protests about the level of Japanese car imports into Britain are expected for the coming week. On Tuesday, the first preview day for the Birmingham Motor Show, total Japanese car sales for the year reached 165,347, about 12.6 per cent of the market.

NCB reappointment

Mr. Norman Siddall is to serve for a further two years from January 1981, as deputy chairman of the National Coal Board. He has held the post since 1973.

Wages running
almost 6pc
ahead of annual
inflation rate

By Melvyn Westlake
Earnings from employment are running some 5 1/2 per cent ahead of inflation, according to government figures, published yesterday. These show earnings up by an average 21.6 per cent in August, compared with a year earlier.

It was being made clear by the Department of Employment that the recorded increase in average pay over the last year probably understates what has really happened. The official estimate is that the underlying increase was around 22 per cent.

This would mean that earnings have, on average, exceeded the increase in prices by 5 1/2 per cent—the largest amount by which pay has run ahead of inflation since October 1978. The signs are that this will continue for some months and the gap could grow still wider.

There seems little likelihood of the official index of earnings, which covers some 21 million employees, will show any significant decline until early next spring. This is because about 70 per cent of all settlements occur in the first half of the year.

The earnings index will, therefore, continue for some time to reflect the high settlements that were made during the last pay round. The rate of price increases, on the other hand, could continue to inch lower over coming months.

This could help to slow down the recession unless the increasing level of unemployment encourages people to increase their working hours. But living standards will not improve by as much as it might appear at face value, because the burden of taxation will also be rising. Moreover, the position is likely to be reversed for many groups in the private

sector who will see their pay rising less fast than prices for some time.

This year, however, the underlying increase in earnings has tended to rise from about 20 per cent year-on-year in January, to the present level of 22 per cent.

The underlying estimate is intended to make allowance for the various distortions that affect the index. Large payments in the timing of settlements cause such distortions.

For instance, next month the index is likely to be raised sharply by several months of back pay for 400,000 teachers as well as nurses and local authority white collar workers.

The Government has been drawing some comfort from several recent pay settlements which have given awards in single figures, particularly in the car and engineering industries.

It is becoming increasingly clear that many workers are being influenced in their wage demands by the serious economic situation and the often painful financial condition of the companies which employ them.

But the picture is clearly uneven.

Other groups of workers, such as tankers drivers, have been pushing for high pay awards where they obviously believe the company can afford to pay them. Some economic forecasters believe that average earnings in the new pay round will come down to about 12 per cent, although government ministers have been making it increasingly clear that they want to see pay increases in single figures. To reinforce this policy in the public sector, cash limits on public spending will also certainly be set below 10 per cent.

Government
sells last
£300m of
long tap

By John Whitmore
Financial Correspondent
The Government's plan for funding the public sector borrowing requirement was helped yesterday by the sale of the remaining £300m of the long-tap "up" stock. Exchange

But changes in the money market with overnight rates briefly starting to 100 per cent or more, started speculation that the October money supply figures could be badly distorted by "round-tripping" (large borrowing and lending of high short-term rates).

Yesterday the banks closed their books for the October banking month. But as banks struggled to square their books to comply with official reserve asset ratio requirements, short-term interest rates were forced so high that some large borrowers were forced to have drawn down their overdraft facilities to release the money at higher rates of interest.

The authorities tried hard to prevent interest rates from rising too much by once again pumping funds into the discount market. But this failed to reach the interbank market where the quantity to bring much relief.

How much advantage was taken of the round-tripping opportunity is a moot point.

Although the last of the Exchequer 12 per cent, 1980, sales will not count in the October banking month, the authorities have still been able to sell a useful amount of the long stock during the last few days, as well as selling remaining short-dated, low coupon gilt.

This morning the £800m Exchequer 11 1/2 per cent, 1986, stock goes on sale in £30 paid form but it remains to be seen how much more money investors will be prepared to put up after buying of the last few days.

Financial Editor, page 17

CBI seeks revised technology draft

By Patricia Tisdall
Management Correspondent

Hopes of some agreement between unions and employers were dashed at yesterday's meeting of the Confederation of British Industry's policy-making council. The council rejected proposals to formulate a joint TUC-CBI policy setting out guidelines for the introduction of new technology.

It was hoped that the proposals, initiated at a National Economic Development Council meeting in January, would be the first of a series of bilateral agreements. These were encouraged by the invitation, issued by the TUC at last month's NEDC meeting, to include talks about pay in general economic discussions with the CBI.

Announcing the CBI's council's decision, Sir Raymond Pennock, its president, said he would be surprised and disappointed if it meant that TUC leaders would become disillusioned, although inevitably

it must endanger the prospects for future cooperation between the two sides.

Sir Raymond said that while the draft document was being rejected, the council felt that it could not accept it in its present form.

CBI staff have been asked to produce the confederation's own version of guidelines for new technology—a process which will take several months—and report back to the council. Only at that point could discussions be resumed with the TUC Sir Raymond said.

While widely different views were given by the 400 or so CBI council members, the consensus was that a national agreement of the type proposed by the TUC could impede rather than accelerate the acceptance of change in industry.

Several members believed "that the introduction of innovation was going very well at the moment" and were anxious nothing should jeopardize this at present.

The joint draft was based on a 10-point checklist produced by the TUC's general council last year and was intended to give union negotiators guidance on new technology proposals. It emphasizes the need for technological change, but stresses that full consultations should be held before changes are introduced.

A revised version, which was circulated at the TUC Congress at Brighton last month, shows a number of compromises have been made. For example, the union had insisted first that no compulsory redundancies should be attached to the introduction of new technology. However, the revised version says that "if necessary" redundancies should be avoided wherever possible.

Equally, the CBI is understood to have accepted the TUC standpoint that "changes are more easily carried out in times of rapid economic growth and low inflation".

BSG closes outlet in move
to reduce its borrowings

By Philip Robinson
and Clifford Webb

BSG International Europe's largest Ford distributor and a major car components maker which last week voted to Mr. Harry Cressman, its chairman and chief executive, is closing its garage at St Albans, the first move in reducing its £40m debt.

The group is committed to halving its borrowings by the middle of next year. Closure of Bristol Street Motors (Stoke), a Vauxhall and Bedford main dealer, will save the company between £1.5m and £2m in borrowings.

The workforce was told of the closure on Tuesday night. The policy of reducing the group's debt was behind the last week's decision to dismiss Mr. Cressman, who had built up the company with his brother Albert since the 1930s.

Mr. Cressman believed that a merger of BSG and another company was in the best interests of shareholders and employees. Mr. Thomas Cannon, managing director and now chairman, wants the group to remain independent and sell assets to whether the high interest rates which are cutting into profits.

Mr. Cannon said yesterday: "We are tired of working damned hard just to pay the interest. A slimmer operation will be more profitable. We are not in any sort of financial trouble. We are just over-grown."

He said that the BSG board was united in a fight to retain the company's independence. BSG had an acceptable level of turnover but the combination of high interest rates and low profit margins in a very competitive market were "really hurting us".

Unions call for fibre import curbs

By John Huxley

Leaders of three major unions will today urge Mr. John Nott, Secretary of State for Trade, to take immediate action to halt the flow of "unfair" imports into Britain from the United States.

The call is likely to embarrass the Government. Ministers have long recognized that American producers enjoy an advantage because of artificially low energy and feedstock costs but are anxious not to take action that might cause more harm to trade relations between the United States and Britain.

These have been poor since Britain's European Commission earlier this year to impose quotas on imported man-made fibres. That measure was sought largely to block American imports and it provoked claims for compensation from Washington.

It is the immediate crisis in

Diversification continues with takeover
Engineering group in £14.5m deal

By Andrew Goodrick-Clark
Financial Editor

Northern Engineering Industries, the product of the Clarke Chapman/Reynolds Parsons merger this year, is to continue building up its North American base through a £14.5m acquisition of a leading telephone equipment maker, Exel Corporation.

This continues NEI's strategy of easing the company's traditional dependence on heavy engineering. The emphasis of its acquisition programme in North America has been to buy businesses in the electronics sector.

Exel Corporation, which has no corporate connection but strong trading links with the British public company, Exel Group, is the largest telephone equipment maker in the world.

A year ago it paid some £5m for International Power Machines, an American safe

guard systems manufacturer. In April it paid about £5m for Ferranti-Packard Canada, whose activities include electronic display, scanning and sorting equipment.

Exel Corp is a private company based in Chicago making advanced telephones, some of which are manufactured in Britain by Exel, at Slough, which it owns jointly with Exel Group.

As a first step, subject to permission under the Hart-Scott-Rodino Act, provisions which force foreign companies making United States acquisitions to declare possible conflicts of interest, NEI plans to buy 64 per cent of Exel Corp for \$25m (£10.4m).

Funds for this have been arranged through a provisional placing of 20 million new shares at 57p against a ruling market price of 57p. This was undertaken by two stock

brokers, Panmure Gordon and W. Greenwell, yesterday.

This first tranche of Exel Corp stock will come from three major shareholders—Dow Jones (whose holding in Exel ultimately will reduce from 35 per cent to 10 per cent), Keesler Corp, a Chicago insurance company, and the founding Merco family.

Later, NEI will build its stake in Exel Corp to 90 per cent at a cost of a further \$10m to be raised from its own resources.

Dow Jones, publishers of the *Wall Street Journal*, no longer wants to retain a strategic stake in Exel, but it will remain a minority in the NEI-controlled company.

NEI, based at Newcastle upon Tyne, recently obtained contracts estimated to be worth £250m for the new generation of British advanced gas-cooled nuclear reactors.

Financial Editor, page 17

Growing anxiety over
'privatization' plan
for Cable and Wireless

By Peter Hill
Industrial Editor

Plans for injecting private capital into Cable and Wireless, the state-owned telecommunications group, are expected to be announced by the Government before the end of this year.

Detailed studies into the scale, nature, and timing of the sale of a substantial part of the Government's 100 per cent stake in the company are being carried out by merchant bankers, Kleinwort Benson. This comes amid growing anxiety over the Cable and Wireless board over the continuing uncertainty surrounding the Government's plan for the "privatization" of the company.

Cable and Wireless, which supplies telecommunications services mainly overseas, has been seen by the Government as one of the prime targets for privatization.

The retiring chairman of the company, Lord Glenamara, who was succeeded yesterday by Mr. Eric Sharp, formerly chairman of Monsanto, said that the privatization plan would mean a change in the nature of the company.

The former chairman and other members of the board have made clear to ministers and the Department of Industry the importance of ensuring that the change does not put the company's relations with foreign governments at risk.

"Densitization or privatization here, might start off a chain reaction of nationalization around the world and therefore, the Government must carry with it all the foreign governments involved," Lord Glenamara said.

Kleinwort Benson began its detailed work for the Industry Department about four weeks ago. Company executives are concerned that the Government should clarify its intentions as soon as possible and end the present uncertainty.

Speaking at a news conference on the company's annual report and accounts for last year which revealed a 53 per cent profit before deductions, compared with £57.7m in the previous year, Lord Glenamara emphasized that the company's performance had been achieved despite the worldwide recession, the high level of United Kingdom inflation and the effects of a high sterling-exchange rate.

Increased supplementary depreciation, however, reduced the company's pretax profit to £43.5m, compared with £45.5m the previous year.

Cable and Wireless is planning to boost its capital expenditure programme to a level of £90m-£100m annually over the next three years largely from internally generated funds. It is hoping for new opportunities in the United States arising from recent decisions of the Federal Communications Commission, and also in the United Kingdom in the wake of the planned legislation to end the Post Office monopoly.

Financial Editor, page 17

Bonn money supply

West Germany's key barometer of money supply growth advanced in September at a rate just under 5 per cent, at the desired end of the 5 per cent to 8 per cent growth corridor set by the West German Central Bank. It was announced in Frankfurt.

Swedish trade deficit

Sweden had a provisional 1,200m crown (about £121m) trade deficit in September, after a 1,900m crown shortfall in August, and compared with a 400m crown surplus in September, 1979, the central statistics office said in Stockholm.

Lloyd's will
back Arab
insurance
syndicate

By Catherine Guan

Members of Lloyd's of London are prepared to back an Arab insurance syndicate set up in April to cover war risks in the Gulf. But the war between Iran and Iraq has interrupted negotiations over terms.

The syndicate was formed by 32 Arab companies to insure Arab shipping against war and riot worldwide, and particularly in the troubled Gulf area. It was designed to compete with Lloyd's of London, after Lloyd's premiums on war and riot insurance for shipping in the Gulf area were increased.

But commercial reasons have encouraged the Arab syndicate to recruit to Lloyd's to spread its risks by reinsuring its business. Most of the world's insurance against war and riot passes through London.

The largest member of the syndicate is understood to be the Iraqi Reinsurance company, based in Baghdad and backed by Kuwait, Libya, the United Arab Emirates and Oman. The syndicate now wants to arrange a reinsurance contract with Lloyd's from January 1. Negotiations were suspended after the Gulf war erupted in September.

Lloyd's own war insurance rates for the area quadrupled when the war began to 0.5 per cent of the value of the cargo it covers. The standard rate for the rest of the world is 0.05 per cent. Gulf shipping came off that standard last November, and it was this move that was thought to have precipitated the formation of the Arab syndicate.

Lloyd's brokers, advising the new syndicate are understood to include Alexander Howden, Minet Holdings, and CT Bowring.

Federal help
to stave off
Massey
bankruptcy

From John Best
in Ottawa

Massey-Ferguson of Toronto, the international farm equipment manufacturer, is continuing its attempt to stave off bankruptcy with the help of two federal Government representatives.

The Canadian government has made Mr. John Bell, vice chairman of Wood Gundy, a large Toronto financial house, its chief representative in developing a refinancing plan for Massey-Ferguson. Wood Gundy headed an underwriting group that marketed a series of preferred shares for Massey in 1975.

Mr. Gordon Lackenbauer, president of Priced Mackay, Ross, the brokerage company is the second federal representative.

It is rebuilding its board of directors, after the resignations of seven members two weeks ago. The resignations came after the sudden decision of Araya Corporation, Massey-Ferguson's main shareholder, to turn all its shares over to two Massey-Ferguson pension funds.

Massey-Ferguson's largest creditor, the Canadian Imperial Bank of Commerce, has taken a fourth seat on the company's board. The bank's new representative is Mr. Charles Laidlaw, vice chairman of CIBC, who will also join Massey's executive committee.

Mr. Laidlaw's appointment reflects the bank's deep concern over the fate of Massey-Ferguson, which is believed to owe CIBC Cdn\$500m (about £100m).

Massey-Ferguson is trying to secure a Canadian refinancing package to relieve debt of almost Cdn\$2,000m and ward off financial collapse.

But Massey has failed to obtain relief from conditions attached to short-term debt of \$355m (about £147m) owed to United States banks. Massey-Ferguson's subsidiary, Now the company is seeking waivers on some longer term debt obligations.

Massey and the Canadian Imperial Bank are reported to have been working on a financing plan under which the Canadian government would acquire a substantial equity in the company. Massey's bankers would guarantee part of a large public preferred share issue.

The Canadian government has confirmed its assistance to naming Mr. Bell and Mr. Lackenbauer, but it has not ruled out direct financial involvement.

Mr. Peter Lowrey, Massey-Ferguson's public relations director, said he hoped that the rescue operation would be successful.

Deutsch marks sold

Speculation that today's meeting of the central council of the West German Federal Bank will decide to cut the mark led to selling of the Deutsch mark yesterday. At one point the dollar rose to a new high of DM 3.75, but finally finished 80 points higher at DM 3.825.

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	Bank	Bank
	buys	sells
Australia \$	2.08	2.02
Austria Sch	32.25	30.55
Belgium Fr	75.00	69.50
Canada \$	2.27	2.28
Denmark Kr	13.85	13.30
Finland Mk	9.15	8.75
France Fr	10.45	10.00
Germany DM	4.54	4.33
Greece Dr	107.00	101.00
Hongkong \$	12.25	11.75
Indonesia Rp	119	115
Italy Lit	2175.00	2075.00
Japan Yen	320.00	495.00
Netherlands Gld	4.91	4.63

Admen find their ideal vehicle of communications:

Where the old Mini is still supreme

BL's new Mini Metro may have captured the hearts of many motorists, but for as small a section of the advertising community is concerned the old Mini still reigns supreme.

When it comes to selling a message by car, the original Mini remains the most convenient vehicle for advertisers. Whether you want upmarket, downmarket or middle market coverage, the Mini offers the best selection," said a spokesman for Rollerposters, one of the two main companies in Britain specializing in repainting cars with an advertising theme.

In return for promoting products from cigarettes to contraceptives, motorists have, for some years, been receiving sprays for their cars backed up by small monthly payments.

But both Rollerposters, a subsidiary of the poster firm Mills & Allen, and Poster Motors, the firm which imported the idea

into Britain from the United States, insist the cars must be Minis.

In the words of the Rollerposters spokesman: "The Mini is still a fun car—it's been driven by everyone from my mother to members of the royal family."

"I suppose in five or ten years it might be necessary to look elsewhere. But the Metro isn't replacing the Mini and as long as there are Minis around in the quantities there are at the moment we'll stick with them."

The mobile poster market has had some moderate successes since it arrived in the United Kingdom a few years ago, notably with jeans firms. Companies pay for the display of the cars, a monthly fee to the owners which, in the case of Rollerposters, starts at £6 a month, and the placing of an eye-catching vinyl poster on the vehicle. The driver can remove the poster without affecting the paintwork of the car.

According to the advertising agency Benton & Bowles, the car posters have shown "encouraging" recall results, very roughly equating in terms of costs and recall, with a 48-sheet poster campaign of similar duration.

Benton & Bowles estimates that the cost of a two-month campaign covering eight car posters would be £108,000 for 560 cars with production costs of £25,000. A similar eight-car campaign covering 400 48-sheet posters would cost between £110,000 and £150,000.

The agency comments: "Mobile posters are not an easy substitute for 48-sheet outdoor packages. There is, however, still a degree of novelty value which could be of interest to a client requiring an element of public relations and promotional activity alongside reasonable consumer coverage."

David Hewson

هنا من الأخبار



Steel price trigger rises 12pc

The United States Commerce Department in Washington has announced details of the fourth quarter 1980 steel price trigger mechanism, with new prices approximately 12 per cent above first quarter levels.

The department said the new trigger price levels include the substantial increases in labour and material costs incurred by Japanese steel mills when they concluded their annual contracts in the spring of this year.

Previous contracts had been in effect since May, 1979.

The fourth quarter increases include a 12.1 per cent rise in trigger price bases in extras for products from integrated steel mills.

Honda export plan

Honda Motors, Japan's third largest vehicle manufacturer, said in Tokyo it plans to boost its car and motorcycle exports by nearly 23 per cent. Planned sales during the business year to the end of next February will include exports of 693,000 cars and 2.09 million motorcycles.

Bonn borrowing

West Germany's 1980 gross public borrowing requirement had been covered by mid-October, when gross credits totalling DM55,500m (about £13,140m) had been raised, the finance ministry reported in Bonn.

An additional federal loan issue of between DM1,000m and DM1,500m will be floated in the second half of October.

Pay cuts accepted

Braniff International Corporation in Dallas says its pilots and mechanics last week approved a previously reported 10 per cent pay cut to help the financially troubled airline get back on its feet.

Some 2,200 mechanics and 1,500 pilots voted on the issue.

US car sales up

The United States car industry in early October reported its first year-to-year sales gain since late January. Car makers said in Detroit that deliveries have risen about 12 per cent from the year-earlier period. New models were apparently the basis of this success.

Differences in production concern Spanish ministers and shippers

Row fermenting over British sherry

Spain intends to see "British sherry" disappear in the same way as "Austrian burgundy" and "Spanish champagne". The differences between British and Spanish sherry, especially in production, are causing concern in Spanish ministries and among shippers as Spain moves towards full membership of the European Economic Community.

A High Court judgment in London during 1967 established that the words sherry, Jerez, the area in Spain where Spanish sherry is produced, and Xeres, the name of the world famous wine in France, are different spellings of the proper geographical name of a town in south west Spain which produces a distinctive type of wine.

But the judge allowed the sellers of products from other places to continue to use the name if they always added a geographical prefix, for example, "Cyprus Sherry". Only the wine from Jerez is legally entitled to be called sherry, without further qualification, in Britain.

But as Spain moves closer to full mem-

bership of the European Economic Community, protection of the denomination of origin of Spanish wines, particularly sherry, has become increasingly important. Sherry accounts for almost half of the revenue from Spanish wine exports.

If the European Community's decisions to give other well-known wines the exclusive right to use the name of their birthplace serve as precedents it is likely that the labels of wines from other parts of the world will cease to be labelled sherry with a geographical prefix.

But British sherry, under the Community's definitions, differ from Jerez wine because of the way it is manufactured. According to the Community's definitions it is not a wine because the EEC considers that wines are basically the end product of the fermentation of the juice from freshly picked grapes. Some wines, such as sherry, are fortified with alcohol distilled from wine.

The main ingredient of British sherry, however, is a grape-juice concentrate which has the consistency of jam. The juice is

imported by Britain from various grape-growing countries. Concentration, achieved by boiling down the juice before shipping,

Water is added, the liquid is fermented, and alcohol is added to produce the desired alcoholic content. HM Customs and Excise refers to this type of beverage as "made-wine" rather than "wine".

But British sherry sells well and agricultural officials in Spain point out that more British sherry is sold in Britain than the wine from Jerez.

Government officials and wine traders from Britain and Spain exchanged views at meetings during the summer in Madrid and Jerez. Defenders of British sherry were concerned about the loss in sales which a change in name might bring.

The shippers proposed setting a deadline for the elimination of the word sherry from the labels identifying the "made-wine". The deadline would allow time for a gradual change to another word or phrase. But no decision was taken.

Harry Debellus Madrid.

Confusion on tax computer

By Bill Johnsons
The vagueness of Europe's public procurement policy is giving Whitehall cause for concern as civil servants attempt to interpret the options open to Government in deciding who should be awarded the lucrative £150m Inland Revenue computer contract.

The policy embraces computer contracts for the first time in January—computing and telecommunications have been exempt. Under the conditions of the policy, all public contracts must be put out to tender.

But confusion has arisen over when the policy comes into effect. It is not clear whether the January date means that the contract must have been awarded by that time, or that the Government has already issued a letter of intent to purchase from a particular supplier.

The wrangle has involved the Department of Industry, the Treasury, the Inland Revenue, the Central Computer and Telecommunications Agency and International Computers Ltd.

ICL has enjoyed the benefit of single tender contracts for most government work of this type. The company said yesterday: "The policy is confusing to all concerned and needs clarification".

This summer, the Government made it clear that the contract would not necessarily go to ICL. A decision on the contract is yet to be made. A number of options are to be presented to the Cabinet before the end of the month.

Hopes of compromise on worker directors

By Patricia Tisdall
Management Correspondent
A shift in attitudes which could end the deadlock between British companies and the European Commission over industrial democracy resulted from a meeting between the Institute of Directors and Viscount Davignon, the EEC Commissioner for Industry.

A statement from the institute yesterday after the Brussels talks said that a compromise is now possible over the EEC's draft fifth directive. This seeks to introduce statutory worker participation in British companies either by two-tier boards or by works councils.

The Institute of Directors has opposed any form of statutory control over the composition of company boards. The institute joined the Confederation of British Industry recently in voicing even stronger opposition to proposals for compulsory consultation with and disclosure of information to employees.

The whole question of industrial democracy was re-examined by directors, the CBI and other representative management bodies earlier this month after the European Commission approved another draft directive drawn up by Mr Hank Vredeling, the EEC Social Affairs Commissioner.

British companies were alarmed by these proposals which greatly increase the rights of employees in large companies to be given detailed information about aspects of company policy. The companies say the proposals were drawn up without adequate consultation.

According to Mr Walter Goldsmith, director general of the Institute of Directors and leader of the delegation which discussed both the fifth directive and the Vredeling proposals with Viscount Davignon, "we were not only able to put to Commissioner Davignon and his staff the UK business community's outright opposition to statutory systems of consultation, but were also able to put positive suggestions for a way out of the current impasse".

The Commission has also been taking another look at the directive and the British directors believe there has been a change of emphasis in how the commissioners view the function of company boards.

The commissioners appear to be prepared to regard board members as individuals rather than as delegates of sectional interests. As a result the directors are looking at proposals which would build on the use of non-executive directors who would be appointed to undertake statutory duties on the basis of knowledge, skill and experience.

"This could well be a route to amending the draft fifth directive in a way acceptable in United Kingdom companies", said Mr Goldsmith. "Non-executive directors already play an important role in discharging a company's responsibility to take into account the effect of its actions on the parties who have an interest in it, and on the community at large".

The institute is to develop its proposals to expand the role of non-executive directors and make detailed suggestions to the Commission on how the draft fifth directive can be amended.

Prince calls for new attitudes in engineering

By Omer Education Correspondent
The Prince of Wales called yesterday for changes "on a major scale" in the education and training of top-level engineering and technology specialists. He said that change was needed within the education system; among employers, particularly in the composition and attitudes of boards; within the engineering institutions; and in the training unions.

He was speaking at the opening of a national two-day conference in London to consider the recommendations of the engineering profession. The conference was attended by nearly 500 people from industry, education, the engineering institutions, and the Government.

Britain would become a minor industrial state with no voice in international affairs unless changes were made in the engineering industry. What was needed was action rather than words, he said.

The prince's recommendation for the establishment of a national engineering authority was welcomed by the industry. Charles said that such a body could act as a catalyst for change, a wand like a fairy godmother, and solve all our problems. It was up to individuals to encourage change.

He urged the engineering institutions to stop arguing and come to an agreement about the way in which changes needed to be pursued. The future success and potential prosperity of Britain was at stake.

The prince's continuing, there will be a distinct danger of becoming hopelessly bogged down, and the best chance we've had for a long time of creating some building mechanism to ensure that vital change is initiated and maintained will be irrevocably lost," he said.

Reluctance and in-built conservatism would merely be a Pyrrhic victory for engineering. Nothing would be done and "we shall merely find ourselves as one of the late twentieth century minor industrial states with no voice in international affairs, treated with pity and contempt with ridicule from time to time".

Turning to the educational system, Prince Charles said that a big change in attitudes was also needed there. More should be done to familiarise pupils, even at primary school level, with the world of industry, science and technology.

Greater cooperation with industry was needed at university level. He had been impressed by the recent agreement between GEC Marconi and Bath University to set up a special engineering degree course geared to industry's needs, and hoped similar schemes could be developed between other companies and universities.

Industry, for its part, needed to show greater appreciation of its top engineers. He had been interested to learn of a survey in Japan which had suggested that 52 per cent of the board members in Japanese manufacturing companies were engineers, and that the high technology areas the figure was close to 100 per cent.

Business appointments
Barclays Int names director

Professor Samuel Sey, chairman of Barclays Bank of Ghana has been made a director of Barclays Bank International.

Mr John Symonds has joined the Aston Martin Lagonda board as a director.

Mr R. C. Tucker has become general manager of New Zealand Insurance (UK) succeeding Mr I. F. Macdonald who is retiring.

Mr Michael Cohen, Mr Andrew Watson and Mr John Williams have joined the board of Eddies International Management.

Mr P. G. Eyles has been appointed a executive director of the Capital Group.

Mr R. C. Hornby has been appointed as managing director of Vickers.

Mr Douglas Maule is to join the board of Istock Johnson.

Mr Maurice Garner has joined the board of Eddies International.

Mr Michael A. Ziff has been appointed to the board of Style Shoes.

Mr J. C. Salmon has been appointed to the board as a non-executive director of Catlin.

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Mr T. J. Thomas has been appointed as chief executive of International Synthetic Rubbers.

Work waiting to be done at Heathrow

From Lord Denham
Sir, With some hundreds of other passengers, I arrived last Sunday at Heathrow from Australia. A journey, lengthened by diversions due to closed airways in the vicinity of Iran, Iraq, but made agreeable, kindly and considerate aircrew.

At Heathrow we were greeted by an apologetic admission of an hour's delay due to inadequate staff numbers to unload our baggage. The disgust of our visitors was only exceeded by the rage of the returning British at such an untypical example of a British welcome.

The presence of parents with young children, and of the many elderly, was remarkable. What on earth are we about? Our Government so concerned with unemployment, particularly among school leavers, is fully financing a job opportunities scheme thereby relieving such employers as British Airways or the British Airports Authority, of the costs. Surely work, even temporary, in a high technology environment is what so many young people seek? Is the role queue preferable to the chance of unloading. Concorde?

Some non-membership for some months of a trouble-shooting squad at Heathrow be worth an effort by the organizations concerned? Should moments arise when there were no seats in British, it is said that change was needed within the education system; among employers, particularly in the composition and attitudes of boards; within the engineering institutions; and in the training unions.

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problems of checking in at Terminal 3, perhaps, I may be allowed to present the other side of the coin.

I have, during the past 12 months passed through Terminal 3's portals four times, with both colleagues and family en route to Singapore, and not once have we experienced any difficulties or traumas. Queueing time has been minimal, the service courteous and efficient. Perhaps it is planning ahead of the realization that every week during each evening thousands of people are boarding international flights, and therefore allowing plenty of time, that has made things easy for us. Why it should have been surprising to Mrs McCabe to find Heathrow busy at 8.30 pm is beyond me.

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Cost of Inland Revenue press releases

From Mr R. M. Walters
Sir, It has been the custom for Inland Revenue to issue press releases in the tax m

mainly accountants solicitors but also accountants like myself, copies of releases by way of a free ing list. A recent release, September 30, states a view of the general economic position within the UK, and has now been changed to charge £20 a year for service. The same release that there is a growing demand for the service.

The increase from zero is a swinging increase to at least £20. The reason why releases have become a necessary part of a professional adviser's tool-kit is the Inland Revenue, instead of abiding by the strict word of the legislation, are continuing to issue statements of fact through these releases, either to anticipate legislative changes, or to make policy statements which would be of use to the public, and then for the good lady to have proceeded to the car park?

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BY THE FINANCIAL EDITOR

Exports under pressure

It was not easy to discern the good news from the not so good yesterday. The main economic indicators present a decidedly mixed bag. Thanks to erratic items the £44m current account surplus recorded for September was not as good as it looked.

Whether one goes as far as to say that the figures can only be a forerunner of a sharp deterioration to come is another matter. That case rests on the following argument: the 5 per cent fall in export volume (excluding services) is the first clear evidence that an overvalued pound is finally starting to catch up with us, while a 9 per cent drop in imports merely reflects the peak in industrial destocking. It is almost certainly too early to draw such firm conclusions.

As for average earnings, the August figures, showing an underlying annual rate of increase of 22 per cent, are not comforting. The figures may, moreover, get worse before they improve. But markets are certainly going to be keeping a firm eye on new wage deals as and when they are struck.

Cable and Wireless Obstacles to a sale

Cable and Wireless has duly provided yet another "special case" for the Government as far as the flotation route to denationalization is concerned. On the face of it C and W is the simplest of all: the Government has a uniquely firm's length relationship which means it is merely the owner of 100 per cent of the equity.

Thus C and W's borrowing powers will not be as radically affected as, for example, British Airways by the injection of private

the customers and also some consideration of the precise image of the flotation. This could mean a placing, which ultimately would be purely cosmetic as it would have to involve marketable securities in any case, or some other hybrid.

Finally, the acceptability of this hybrid, currently being pondered by Mr Eric Sharp, C and W's new chairman, and Kleinwort Benson who are acting for the Department of Industry, will be critical in the pricing of the issue. Comparability is difficult. Kokusai Denshin Denwa in Japan is close in terms of products but scandals and price cuttings have depressed its market rating in Tokyo.

At & T provides a better comparison with its yield of 9.5 per cent, double the Wall Street average. The latter suggests, assuming the international political problems could be solved, that C and W would have to be offered with a yield only a couple of points below that available on long gilts and that, in turn, suggests the discount on the net assets of £226m may be uncomfortably high.

A sadder reply to an unwanted bid than the one from Laurence Scott, the electric motor group, is hard to imagine. At least it suggests that some directors and their merchant bank advisers, in this case Singer & Friedlander, to becoming chary of putting their names to profit forecasts.

Mining Supplies picked up 27.2 per cent of Laurence Scott in a "denial" in May. One wonders whether it need have bothered. Scott lost £1.87m in the year to last March. Between April and August inclusive, pretax losses, according to management accounts, rose from £1.2m to £1.7m.

Trading prospects for the rest of the year are poor and it is impossible to identify the bottom of the present recession.

At least the debt equity ratio is only 27 per cent. Quite properly no dividend is promised. Last year the group paid a nominal 1.43p gross. The directors, with one per cent of the shares, plan to keep their holdings. They hope holders of a further 9 per cent will share their faith. They also tell shareholders, influenced by "short-term trading prospects" that 60p a share cash—an option available—is not unreasonable. That looks like good advice.

Northern Engineering The confidence to buy

Few British engineering companies can muster the confidence to make substantial acquisitions at the moment, but Northern Engineering is one. It has invested £14m in the past twelve months in North America buying Ferranti-Packard and Control of International Power Machines.

The emphasis, apart from broadening its transatlantic base at a time when strong sterling makes this particularly attractive, is on electronic systems and this is being pushed forward in a most substantial way now with a £14m purchase of up to 90 per cent of Extel Corporation, a privately owned semiconductor manufacturer.

NE will finance the first tranche of this through yesterday's conditional placing of 20 million shares at 52p, an 84 per cent discount to the ruling price, and subsequently find another £4m from its own resources.

For this it is getting a business which has achieved substantial sales growth over the past four years and whose earnings are still moving strongly ahead for around 13½ times earnings.

NE's own profits still seem to be recovering well from last year's set-back caused by the engineering strike and the surgery which became necessary in its switchgear business.

With the switchgear problems now under control, a full workload for its power generation business thanks to new government orders for reactors and fair trading in the mechanical handling area, NE is weathering the recession better than most. The stock market is beginning to see the £71p the shares now yield 9.3 per cent on a dividend payment that looks safe which is more than can be said for many in the engineering sector.

Economic notebook

The price of monetarism

The Government's monetary policy will receive its first public scrutiny since this summer's money supply debacle, when Sir Geoffrey Howe appeared before the House of Commons Treasury and Civil Service Committee in 10 days' time.

Not least among the things that committee members will want to know is whether the money supply growth in recent months means that inflation will, in the Chancellor's view, remain high for some time to come.

Sir Geoffrey will doubtless be reluctant to be pinned down on this point. But for a large body of monetarist economists the answer must surely be "yes".

Some City estimates that money supply (as measured by sterling M3 and adjusted for distortions associated with the correct 7 per cent target) grew by about 14 to 15 per cent on average in 1978 and 1979, with an acceleration in growth to over 16 per cent in the year to the second quarter of 1980.

For that branch of monetarism represented by Professor Alan Walters, the future personal economic adviser to the Prime Minister, the corollary of this growth in the money supply must be a corresponding rise in the money value of national income about two years later. Precisely what this would mean for inflation by the beginning of 1982 will depend on what is happening to real national output at that time.

But unless a quite optimistic view is taken about the speed and extent of the recovery, it is hard to see how the rate of price increases can be running at anything less than the low teens, on such a monetarist interpretation (compared with an annual rate of inflation of about 20 per cent in the early months of this year).

This would be an appalling outcome. It is quite probable that the fall in the nation's output since 1979 and 1980 could amount to 4 or 5 or even 6 per cent. Unemployment could more than double between 1979 and the end of 1981 to between 24 and 26 million.

What is at stake is that for every percentage point reduction achieved in the inflation rate, there would also have been almost a 1 percentage point drop in national output and an increase of 200,000 in unemployment.

In fact, it is possible, on a Keynesian "cost-push" analysis of inflation, to take a somewhat more optimistic view about future price increases. Wage demands have been held back in the face of rising unemployment.

Pay rises

If pay rises in the new wage round are kept to within a tolerable margin of 10 per cent and the rise in the oil price is contained by the world economic recession—and sterling remains firm on the foreign exchange markets—it is quite possible that inflation could be back virtually into single figures by the end of 1981.

In this case, the cost to the "real" economy of reducing inflation would look a little less disproportionate. Even so, it could mean that every 1 percentage point fall in inflation was achieved at the price of a 1 per cent drop in national output and a rise in unemployment well in excess of 100,000.

The trade-off, in terms of unemployment and lost output, would still be a good deal more expensive than is often supposed. For example, it has been suggested that, on the basis of past experience, every 1 percentage point increase in unemployment costs £240,000 in lost output. A first-round reduction in inflation of 4 or 5 percentage points.

In practice, the trade-off today looks like being very different and it may be that there are "diminishing returns" in

this respect at higher levels of unemployment. An overall decline of 5 per cent in gross domestic product during 1980 and 1981 (some forecasters put it higher) compared with a 2 per cent fall in the 1974-75 recession (and a decline of some 7 per cent during the great depression years of 1930 and 1931).

Not all of the 1980-81 decline is, of course, attributable to government policy. The world recession and last year's oil price increase are also factors. But the slump in Britain seems likely to be much worse than in other countries, unlike the situation at the beginning of the 1930s when Britain fared rather less badly than elsewhere.

For Treasury ministers, however, the question of a trade-off between lower inflation and higher unemployment does not arise. It falls outside the conceptual framework in which policy is now formulated. Changes in the money supply are seen to have no effect on the volume of economic activity other than in the short term.

Price levels

In so far as output and employment is depressed, this is viewed as part of the transmission mechanism by which changes in the money supply influence the level of prices. It is, however, quite apparent that the Government has no clear idea how long the process will actually take (see for example the Treasury's Economic Progress Report for July).

Exactly how the Government's economic policies will bring down inflation is, of course, the heart of the Keynesian-Monetarist debate. For Keynesians, the cuts in public expenditure and high interest rates represent no more than an old-fashioned economic squeeze wrapped up in a new disguise. They work by reducing consumer spending, capital investment, money incomes and, ultimately, the demand for money—as the level of transactions falls.

The result of all this is rising unemployment which tapers wage demands and finally the rate of price increases. On this view, changes in the money supply are a consequence, and not a cause, of changes in income and prices. The direction of causation is thus the reverse of that claimed by monetarists.

For the latter, tighter fiscal policy and high interest rates are used to control the growth of the money supply, which results in a fall in the value of financial assets or real wealth, the level of activity and prices. When the supply and demand for money establishes a new equilibrium, prices will resume its trend path.

This process works, however, with "long and variable" lags according to its adherents. The course of events in the early 1970s is used in evidence to support the case that a two-year lag exists in the United Kingdom between changes in money and prices.

In his evidence to the House of Commons Treasury Committee this summer, Lord Kaldor sought to show that the early 1970s were a fluke, which could be explained by changes in the financial system implemented in the White Paper on Competition and Credit Control, and the rise in the oil price.

Neither the 1960s nor the later 1970s bore out the two-year lag according to the Kaldor evidence.

It may be doubted whether events in the early 1980s will prove any more conclusive, but it will be useful to have Sir Geoffrey Howe's view about the likely effect, on 1981-82 prices, of the recent high growth in the money supply on the record.

Melvyn Westlake

How 'footprints' will change television

If technological achievement were the sole requirement for the development of British broadcasting during the next decade viewers might find themselves with a choice of 35 television channels to watch, beamed by satellite from all over Europe.

Though this is unlikely to happen on such a scale (whatever one might think of the prospect), the signs are that broadcasting is entering probably the most fluid era of its brief history.

How rapidly television viewing choice can expand is shown by Holland, where cable television systems give a selection of up to 15 different channels—including Britain's Thames and Southern.

But it is the satellite system which would bring an explosion of television reception throughout Europe. By mutual agreement countries have been allocated five channels each in this system, which uses satellites stationed over the equator in geostationary orbit.

The focus of reception from each of these channels lies, naturally enough, in the countries from which they originate, but the signals will spread outside this area to form what is known as a "footprint" over other countries.

The reception of the channels would require a dish-shaped antenna and frequency converter, increasing in size as the signal grows weaker. As the technology of receiving satellite broadcasts advances, so the "footprints" cast by the various European channels grow larger.

Just how dramatic this widening of the potential television coverage of Europe could be from the point of view of Britain is likely to become clear in a few months with the delivery, from Japan, of a new dish aerial with two horns, which would receive signals from both the satellite positions destined to cover Europe.

This would widen the scope for British viewers to receive transmissions from Western Europe. It already seems clear that British viewers will be able to receive programmes from a mixture of countries, dubbed in English.

The Home Office has asked a number of interested bodies for their views and is to publish a discussion document at the end of the year. It is likely to receive a steady work stream of views from the industry, which is likely to be wholeheartedly behind the idea—and quite understandably, bearing in mind that each satellite



Three-metre dish antennae and frequency converters such as this could be used to receive television signals for cable television viewers in Britain. The cost of the system is about £3,000, but prices are likely to fall as production increases.

would involve a project costing about £100m and providing much needed work for the aerospace and electronics sectors.

The world of broadcasting itself is in two minds over the issue. The Independent Broadcasting Authority is less than keen at present, as might be expected when the authority is already heavily engaged in the task of awarding the new commercial television franchises, considering the possibility of broadcast television and in the process of setting up the Fourth Channel.

The BBC is much more enthusiastic. Largely because Mr Robin Scott, its deputy managing director for television, who is now retiring, has argued vociferously that satellites could offer a new source of revenue for the beleaguered corporation.

Mr Scott's idea is that the BBC should broadcast via satellite a scrambled signal which would be decoded by a machine rented from the corporation and placed on the television set. Such a system already works profitably and well in America.

The Home Office will have to reconcile this divergence of views with the prospect of the

continent moving rapidly ahead or Britain in the rush to make satellites operational over the next few years. France, Germany, Italy, Luxembourg, Switzerland, and the Nordic countries have direct broadcast satellite projects under way, either individually or jointly. The first to enter space is likely to be a joint venture between the French and Germans which is due to be launched in 1983 or 1984.

Two reasons suggest themselves for a possibly more rapid development of satellite systems on the Continent than in Britain. Cable television networks, which serve only two million people in the United Kingdom, are much more common elsewhere in Europe. These remove the need for individual aerials and frequency converters, which would cost the viewer about half the price of a colour television set.

Of equal significance is the fact that the television advertising industry in Europe largely because of government restrictions on air time. The proprietary industry is less developed in the case of general product spent on television is significantly lower in most European countries than in Great Britain, which has a well established commercial network.

This shortfall in potential advertising gives the continental broadcasting systems the scope for expansion from which to finance the necessary expensive job of putting a satellite into space and producing and marketing its output.

Such commercial satellite broadcasting from Britain would have to be paid for out of what seems to be a finite pool of advertising revenue which may have already reached its limits.

The alternative would be to opt for the BBC's solution of pay television. Its direct linkages of cost to consumption certainly has attractions, but the eventual decision is likely to be difficult and prolonged.

As commercial television enters its period of seasoning over which stations are fit to continue broadcasting through the 1980s—or, for that matter, over its budgetary problems—it might be thought that for Britain's broadcasters the present is more pressing than the future. The latest technology seems to promise, however, that the next 10 years will irrevocably change the face of television.

David Hewson

Aluminium boom that will by-pass Britain

Edward Townsend

Aluminium smelting throughout the world is to be expanded on a scale that should make the big companies wealthier than ever before by the end of the decade. But Britain and Europe will almost certainly see the biggest developments pass them by because of their high energy costs.

There appears to be a consensus among producers that after years of grappling with continuous energy crises and insufficient profitability they are at last in a position to generate large sums of cash for development and, what is more important, to achieve a better than adequate rate of return.

In London last week Mr Bill Hobbs, vice-president and chief financial officer of the California-based Kaiser Aluminium and Chemical Corporation, said that he calculated that the industry in the non-communist world has the financial capability to support a \$140,000m (£58,300m) capital budget for announced expansion in the next three years and for further growth to the end of the decade.

World aluminium smelting capacity is forecast to grow at about 4 per cent a year in the 1980s from 18 million tonnes to almost 25 million tonnes, and the Kaiser believes that it is reasonable to expect a 15 per cent return on funds invested in the business.

Kaiser's estimate is that \$35,000m of new long-term debt will be needed by the industry to help to finance the expansion of the 1980s, a significant increase on the industry's outstanding debt of about \$8,000m.

Also, the world industry will have to refinance about \$10,000m of existing debt during the 1980s, bringing the total to \$45,000m (£18,750m). All these figures are based on the assumption that international inflation will rise by 12 per cent a year in the 1980s, slightly lower than that experienced throughout the last decade.

The effect on the industry's costs of such an assumption is dramatic. At current prices it is estimated that a new "greenfield" aluminium project, including a new bauxite mine, alumina refinery, a smelter with an annual capacity of 300,000 tonnes and a fabricating plant to use the new metal would cost \$2,200m (£925m) and that does not include development of the power source.

Mr Hobbs believes that three quarters of the expansion in the 1980s will be in "greenfield" developments, with the remainder less costly additions to existing capacity.

The one factor that makes the aluminium producers confident of raising the enormous sums required is that prices will at last provide a respectable rate of return, since world demand will almost certainly outstrip supply in the next few years. World prices last year

reached levels that were generally considered to be sufficient to justify new investment and most observers believe that in the next decade aluminium's traditional competitors—steel and copper—will increase in price at a faster rate.

But, if the prospects for the industry as a whole are bullish, there is scant comfort in this for Britain and the rest of Europe—or, for that matter, America. The fact is that energy sources will be the major determinant in the siting of new smelters and much of the projected \$140,000m will be spent in areas where coal or hydroelectric power is cheaper and readily available. These include Australia, New Zealand and other Pacific rim countries and Central and South America.

High energy costs in Britain have blocked further smelter investment for the foreseeable future. Alcan of Canada is one of the few big companies investing in Europe, with a 40 per cent interest in an alumina plant being built in Ireland. But it also believes that at least half of the new smelters to be constructed in the next five years will be in Australia, Canada, and Brazil.

Australia, which has almost a third of the world's bauxite reserves, is fast becoming the most attractive country for aluminium expansion projects and most of them will be joint ventures. Six smelters will be built there by 1985, supplied with cheap electricity from a series of new coal-fired power stations.

Business Diary: Milk teeth • Klein's unforeseen Nobel

Most arguments between the "wets" in the Cabinet and their opponents are about monetary policy. A rather different dispute which surfaced yesterday concerned just with money, in the form of the £1,750m milk industry.

Peter Walker, Minister of Agriculture, is trying to fend off an attempt supported by John Nott, Secretary of State for Trade, to refer milk distribution to the Monopolies and Mergers Commission. Although the two ministers are both farmers, their economic thinking represents opposite ends of the very spectrum.

Walker, apostle of the managed market, has commissioned his own survey of milk costs and profits from accounts handed in by the industry. The second volume is almost complete. "It would be strange to start another inquiry in the middle of the Bamber Hamlyn inquiry", he said.

He poured scorn at the usual lunch of the Dairy Trade Federation on reports about milk by the Consumers' Association. The association has led the campaign for a commission inquiry on the grounds that the recent concentration and control of the milk business, is against the public interest and has made the bottled milk cost more than it should.

"You have suffered more than any other industry I know from a succession of inquiries and probes and so on", Walker told the members of the federation. He heaped praise on them for their willing cooperation with the Bamber Hamlyn inquiry and stressed its vast scope. He was also careful to refer to himself as the sponsoring minister or your industry.

Lawrence Klein (right) is an unassuming, jovial, academic, whose small office at the Wharton School of Business at the University of Pennsylvania is constantly crisscrossed with reports and documents.

Economic forecasters have not been getting it right recently, so Klein probably would not have forecast receiving the Nobel economics prize. His advisers at Wharton, however, have long thought that he deserved it.

He is the father of econometrics and his use of computer systems to forecast economic developments have revolutionized the forecasting game. Some former students have gone on to use Klein systems to develop profitable forecasting companies.



At Wharton, Klein developed a sophisticated forecasting programme for the United States and produced highly regarded quarterly reports.



Dr Heinrich Treichl was in London yesterday for an anniversary connected with Austria's famous bank, Creditanstalt—not that of the 1931 collapse which signalled the start of the depression, but the 150th anniversary of the bank's founding decree by Kaiser Franz Josef.

Treichl (67) was a lad when the bank folded. Today he is its chairman and was in London to celebrate the anniversary by converting the Creditanstalt representative office into a full branch, the bank's first outside Austria.

Back home, Creditanstalt accounts for one in 10 of the country's industrial concerns and handles two fifths of all export finance. Here it will

But not content with just analysing the United States, Klein broadened his horizons to develop what became known as "Project Link", a full-scale econometric forecasting model of the global economy.

It was absorbed in econometrics that he has spurned many lucrative offers to leave Pennsylvania. In the 1976 election campaign he was the chief economic adviser to Jimmy Carter, but would not go to the White House once Carter won.

In 1976 he stressed to Carter that it was vital to pay attention to supply as well as to demand management. President Carter did not. It is this who the United States now suffers violent inflation and severe recession?

deal in export finance, foreign currency, certificates of deposit and Eurocurrency loans, to name but a few.

Of the bank's success over the years—1931 excepted—Treichl said yesterday that part was due to the fact "that we are not rude to people at lunch, because undoubtedly we shall meet them at dinner in such a small country".

Treichl, chairman for 10 years with another year to go, is president of his country's banking association and vice-chairman of the Vienna stock exchange.

Creditanstalt was originally owned by the Austrian Rothschilds. It was nationalized in 1946 and then denationalized 10 years later by the socialist government that appointed Treichl.

Walt Disney is backing Biggles. The world's largest film distributors have just purchased a \$4.5m loan and signed exclusive rights to a new film featuring the flying ace being produced jointly by a new United Kingdom company Yellowbill Productions, owned by Robert Sigmond Organization.

The loan will now enable Yellowbill—which, as Business Diary has reported, flew into the turbulent world of film financing last year after Inland Revenue approval allowed film losses to be offset against tax—to go to the City for a further £4.5m.

But Yellowbill will be knocking not only on the doors of investment trusts and insurance companies, the company hopes to ask industrial companies for cash.

It might seem odd that big industrialists might enter the glamorous film world as the recession is eating away at profits, but Yellowbill chairman Adrian Scrope says: "We are asking anyone with surplus cash to help us. Some companies might welcome the chance to offset the investment against the tax bill."

Biggles should move on to the film set next summer.

No marks to British Leyland for their promotional ballpoint pens bearing a Union Jack motif and the slogan "Drive the Flag". A glance at the end of the pen shows that it is stamped "Shaeffer—made in USA".

Ross Davies

FINANCIAL NEWS

Stock markets

Trade figures encourage sharp price rises

An apparently impressive set of trade figures added further strength to an already firm stock market yesterday.

Prices continued to show sharp rises on the back of good, although selective, buying by the major institutions. This was in sharp contrast to early business when prices exhibited weakness as a placing of 20m Northern Engineering shares was made at 52p. The placing was made to finance the acquisition of 90 per cent of the Exel Corp of Delaware and saw NEI's shares fall 1p to 57p.

However, the resumption of trade in the gilt market, when saw the Government Broker sell the remaining £350m of Exchequer 12 per cent 1985 "A" at 150, gave the rest of the market the confidence it needed.

Buyers were soon on the scene once more as hopes rose that a cut in MLR might be in the wind. Interest remained strong after hours following the trade figures, which revealed a surplus of £44m. But jobbers described the buying as cautious with investors unwilling to chase prices too high.

In the event, the FT Index, which had risen to 377, ended ahead of the figures, surged ahead after hours to close 8.1 up at 485.5. Meanwhile, gilts which had advanced by 14 immediately following the figures, later gave up a similar amount as the digestion resulting from the sell off of the "tap" began to take effect. Nevertheless, prices in long bonds showed a rise on the day of 1.1 to 10.1, while at the shorter end, they closed virtually unchanged.

Jobbers appeared to be taking a low key view of today's money supply, and seemed more concerned over the new "tap" announced last week, which begins dealings today.

Leading industrials recovered from an early weakness following news of a line of 250,000 shares of ICI drifting through the

Shares of RTZ breathed a sigh of relief yesterday and rose 2 1/2 to 460p. This followed the placing of the remaining £17m of convertible loan stock which was part of the group's £123m rights issue announced last month.

market. But a home was eventually found and the price recovered a 4p fall to close 2p up on the day at 332p. Elsewhere, gains were seen in Becthams 3p to 47p, Glaxo 4p to 220p, Courtauld 3p to 64p, Fisons 3p to 197p, Unilever 2p to 385p, Boverat 4p to 165p and Rank Org 3p to 169p.

Shares of Lantini Group were suspended pending the outcome of talks that might lead to a bid. Engineering shares showed further useful gains in the wake of the acceptance by union leaders of an 8.2 per cent pay award. Hawker Siddeley, with figures out next week, picked up 6p to 234p for a similar reason. But Laird Group added 2p to 103p as did Tubes at 226p while Babcock Int firmed 1p to 96p. Shares of Yarrow jumped another 10p to 238p following the Government's compensation terms, while Vesper added 15p to 95p and Vickers 2p to 136p in sympathy. The interim profits setback wiped 4p from Lee Cooper at 151p and 6p from E. Fogarty at 60p while Booth International shed 3p to 34p on announcing its first-half loss. In addition, Gramplan Holdings slipped 1p to 47p and Brith slipped 2p to 61p. But the mar-

ket gave a warm reception to the full-year figures and scrip from Fairview Estates up 6p to 312p. Others to find favour included Arcoelectric 1p to 15p, Marshall's Universal 8p to 50p and John Mowlem 2p to 109p.

Recent trading statements saw Time Products retreat another 3p to 66p while in foods Assoc Riscuits slipped 1p to 64p. However, still in foods, a large buyer pushed J Sainsbury up 3p to 330p.

Speculative attention was again directed to Royal Bank of Scotland up 4p to 112p and Bank of Scotland 3p to 171p, while commented 6p to E. Paradise at 63p, 4p to S. Lyles at 45p, and 6p to Crystallite at 58p.

Oils were again in dazzling form, spurred on by reports that the Iranians were laying mines in the Gulf of Hormuz. Majors like BP jumped 12p to 434p along with Shell 14p to 444p, Ultramar 10p to 458p, Lamsco 13p 72p, Barmah 7p to

191p and Tricentrol 16p to 382p.

Second liners too, were not to be missed out with Pict Petroleum leading the way up 35p to 383p. Rises were also seen in Clyde Petroleum up 15p to 689p and Casadeca 10p to 222p.

Gold shares appeared mixed but time had Aver Ham 10p to 312p.

Turnover in the year to June 30 rose from £27.3m to £32.2m and rental income and residential development profits were also up from £7.1m to £10.3m, impressive even if it did include £597,000 from a sale of land thought to hold less growth potential than sites currently available.

Tax fell by £2,000 to £534,000 to leave net profits at £37,8m against £6.6m.

The final dividend has been raised to 4.5p per share to make a gross total for the year of 16.94p against 11.3p. Earnings a share were 90.9p compared with 61.7p.

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Equity turnover on October 14, was £135.02m (16,533 bargains). Active stocks yesterday, according to the Exchange Telegraph, were: BP, Plessey, GKN, Shell, GEC, Cons Gold, Ultramar, Boverat, ICI, Burmah, Premier, Marks & Spencer, Commercial Union and Royal Insurance.

Traded options: Dealers reported further heavy trading although contracts dropped 2,641 to 2,014. Oils were the main feature with Shell on 632 contracts and BP on 291 contracts. Traditional options saw calls made in FNFC at 41p, John Baker, fully paid, at 31p and newcomer Trust Security at 23p.

Fairview Estates up £3m for year

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UK loss leads to first-half fall at Lee Cooper

By Catherine Gurney
Recession has halted the growth record at jeans manufacturer and distributor Lee Cooper.

With a much tighter and tougher market in Britain, Lee Cooper's domestic operations made losses in the first half to June. Profits on overseas operations, though less severely

affected by the recession, fared from the strong performance into sterling.

Borrowings and interest have risen considerably helped to push interim profits down by 3 per cent. Sales rose by 10 per cent to £44.3m, but year-on-year the interim dividend has been halved to 1.5p.

Second half profits were expected to be similar to the first, suggesting a total of about £8.5m against 1979's £9.22m.

Lee Cooper is now the largest jeans manufacturer in Britain and fourth in the UK market in order of sales. It is also a strong European brand.

Cloth has to be ordered months ahead of time into the shops, and Lee is ordering on the basis of strong demand in the autumn.

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Marshall's halved at inter

Marshall's Universal, the motor vehicle-to-paper distributor, saw pretax profits halved at the interim stage because of interest rates and losses on some bargains before disposal.

Pretax profit went from £1.1m to £793,000 with turnover rising from £26.5m to £29.9m in the six months to June 30. Interest payable jumped from £238,000

to £391,000. Mr. R. L. the chairman, said that profit, at £1.88m compared with £1.95m, was satisfactory though trading conditions would have equalled levels but for the sterling.

The payment of the dividend has been until the full year result.

Borthwick speeds sales of minority interests

The sale of its minority stake in Stanbrooke Pastoral for £15.36m will ease the cash position at the Borthwick Group, Britain's largest meat trader.

In March the group reported a loss of £992,000 for the first six months' earnings compared with pretax profits of £56m for the previous year. Borthwick in the 12 months to March were down 8 per cent from £107m to £99m.

Dr. Bullen said that because of the year's tough trading, the group had decided to speed up its policy of selling minority interests.

Its subsidiary Thomas Borthwick (Australasia) sold its 36 per cent stake in Stanbrooke Pastoral to the Australian Mutual Provident, the majority shareholder in Stanbrooke.

Ellis and Goldstein down by one third
Ellis and Goldstein reports turnover for the half year to July 31 at £18.82m against £19m, and pretax profit dropped by one third to £408,000. Earnings a share slipped from 1.84p to 1.23p. The interim dividend is cut from 1.43p to 1.2p, although a matter of prudence, and the

decision "contains no indication for the final", the board says.

The first half result shows £49,000 of costs incurred in closing the knitwear making unit at Rugby and the second half will see a rationalization of production in the North East, with costs in the order of £200,000.

Touche Ross links with Swiss group
Touche Ross International has been joined by the Swiss Neutra Group which will take over the operation of Touche Ross in both Zurich and Geneva.

Mr Douglas Baker, chairman of Touche Ross International, said: "This agreement strengthens our service capacity in Switzerland and throughout Europe. The addition of Neutra with its prestigious client list will significantly enhance our existing European organization."

Neutra, founded in 1931, is one of the largest Swiss audit and shareholding offices throughout the country.

Mowlem on target with 7pc increase

By Rosemary Unsworth
John Mowlem, the construction-engineering group, saw a profits improvement in the first half despite pressure on margins. The optimism expressed in the interim publication of the 1979 accounts that the group would produce a similar result to that of last year has also been repeated.

Pretax profits rose by 7 per cent from £2.3m to £2.5m and turnover increased by 24 per cent to £110m in the six months to June 30.

Extraordinary profit of £1.09m was made on the sale of an investment property. This will help to offset the finance costs of the group's American acquisition, Solitex of Illinois.

Mr Philip Beck, the chairman, said that although profits were up on the same period last year, they had been constrained by competitive pressure in United Kingdom civil engineering, and overseas which had resulted in a lowering of margins.

The interim dividend has been increased to 2.7p gross and the chairman said that 1980 results would be broadly similar to 1979's £5.7m pretax profit.

Briefly

Lantini Group: Board has started preliminary discussions, which may lead to a 29 per cent stake last year has asked the group to consider a takeover of the company.

Lawrie Plantation Holdings: Pretax profit for 1979, £1.99m (£3.7m), EPS 26.14p (£7.55p). 1979 results exclude earnings arising in India and are therefore not comparable. Board expects to recommend a total distribution for full year of not less than last year's 5.5p.

Scotlands Trust of Scotland: Gross income for half year to September 30, £2.04m (£1.66m). Pretax profit £1.71m (£1.35m). EPS 2.7p (£2.13p). Interim dividend 2.7p gross (same). Board expects to recommend a total distribution for full year of not less than last year's 5.5p.

Arcoelectric (Holdings): Sales for six months to June 30, £2.37m (£1.35m). Pretax profit £1.14m (£1.05m). EPS 0.52p (£0.31p). Interim dividend 0.23p (same).

H. and J. M. Group: Mr D. J. Corney, receiver and manager appointed by Midland Bank, says that he is at present continuing to trade, whilst he examines fully the financial position of the group.

Lee Valley Water: Offer for sale by tender of £4m 25p, redeemable preference stock 1987 attracted applications for £13.7m of stock. Lowest price to receive a parcel allocation was £103.32. Average price obtained was £104.74. Dealings will start October 16.

Tootal has agreed with Industrial Development Corporation of South Africa to provide senior management for Da Gama Textile (Proprietary), at present a wholly owned subsidiary of I.D.C. Tootal also take a half share and help with a capital reconstruction.

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Receiver for Talbex subsidiary

By Philip Robinson
Talbex, the lessening industrial holding company in which Arab interests sold a 29 per cent stake last year has asked the group to consider a takeover of the company.

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Rising gold price lifts Gencor in third quarter

By Michael Prest
Gencor, General Mining and Union Corporation under their combined guise, has reported further quarterly profit advances in the wake of a 28 per cent increase in the gold price over the three months to the end of September.

But the company also says that costs in its 11 gold mines are rising rapidly. The quarterly new increases in workers' pay, and what the company describes as an "abnormal increase" in costs of stores.

Nevertheless, part of the extra spending is attributable to re-opening sections of the group's Marikana, Marikana, and Marikana mines, which are also modernizing its reduction plant.

Domestic sales are running 15 per cent below 1979 levels, primarily as a result of a fall in demand for fuel oil for electricity generation and other industrial uses.

But after tax, which is mainly deferred, the £143.9m earned to June 30 was 20 per cent down on the £181.7m earned in the second half of last year. Moreover, current cost accounting conventions, including the stripping of £100m of oil, would have left net profits at only £33m.

Recession and rising operating costs, coupled with a worldwide surplus of oil before the impact of the Iranian war, pushed product prices down, intensifying pressure on trading margins.

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Esso net profit 20 pc down on preceding half

Esso Petroleum's pre-tax profit to £261.6m in the first half of the year from £314.9m in the corresponding six months last year.

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Commodities

Philippines sees sugar exports rise

Discount market

Foreign exchange report

Sterling: Spot and Forward

Forward

Other Markets

Wall Street

Indices

Roller Spot

Money Market

0,000 shares compared with
day's holiday-pared 31,260,000

EMS Currency Rates

tes

2 months	139-139½	3 months	139
3 months	142½-143½	4 months	139
4 months	145-147½	6 months	140
6 months	139-139½		

US commodities

Euro-\$ Deposits

Gold

Overnight:	Open 18 1/2-18	Close 50
1 week	17 1/2-17 1/2	6 months 14 1/2
1 month	17 1/2-17 1/2	9 months 14 1/2

2.25.00-2.26.00c: May,
 2.25.00c: Jan., 2.25.00c:
 2.25.00c: Dec. 2.25.00c: Jan.
 2.25.00c: March, 2.25.00c: May,

Authorized Units, Insurance & Offshore Funds

1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985	1984	1983	1982	1981	1980	1979	1978	1977	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963	1962	1961	1960	1959	1958	1957	1956	1955	1954	1953	1952	1951	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941	1940	1939	1938	1937	1936	1935	1934	1933	1932	1931	1930	1929	1928	1927	1926	1925	1924	1923	1922	1921	1920	1919	1918	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	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Stock Exchange Prices

Strong rally after hours

ACCOUNT DAYS: Dealings Began, Oct 13. Dealings End, Oct 24. § Contango Day, Oct 27. Settlement Day, Nov 3.
§ Forward bargains are permitted on two previous days


§ Forward bargains are permitted on two previous days


[illegible]

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GROW		1970/71		PRICE	
Grain	Yield	High	Low	High	Low
Wheat	1.2	1.1	1.0	1.1	1.0
Barley	1.1	1.0	0.9	1.0	0.9
Oats	1.0	0.9	0.8	0.9	0.8
Rye	0.9	0.8	0.7	0.8	0.7
Maize	2.5	2.4	2.3	2.4	2.3
Sorghum	1.5	1.4	1.3	1.4	1.3
Millet	1.0	0.9	0.8	0.9	0.8
Buckwheat	0.8	0.7	0.6	0.7	0.6
Rice	3.0	2.9	2.8	2.9	2.8
Coconut	1.5	1.4	1.3	1.4	1.3
Peanut	1.2	1.1	1.0	1.1	1.0
Soybean	1.8	1.7	1.6	1.7	1.6
Alfalfa	1.0	0.9	0.8	0.9	0.8
Hay	1.5	1.4	1.3	1.4	1.3
Straw	1.0	0.9	0.8	0.9	0.8
Wheat	1.2	1.1	1.0	1.1	1.0
Barley	1.1	1.0	0.9	1.0	0.9
Oats	1.0	0.9	0.8	0.9	0.8
Rye	0.9	0.8	0.7	0.8	0.7
Maize	2.5	2.4	2.3	2.4	2.3
Sorghum	1.5	1.4	1.3	1.4	1.3
Millet	1.0	0.9	0.8	0.9	0.8
Buckwheat	0.8	0.7	0.6	0.7	0.6
Rice	3.0	2.9	2.8	2.9	2.8
Coconut	1.5	1.4	1.3	1.4	1.3
Peanut	1.2	1.1	1.0	1.1	1.0
Soybean	1.8	1.7	1.6	1.7	1.6
Alfalfa	1.0	0.9	0.8	0.9	0.8
Hay	1.5	1.4	1.3	1.4	1.3
Straw	1.0	0.9	0.8	0.9	0.8

MINES		PRICE	
Grain	Yield	High	Low
Wheat	1.2	1.1	1.0
Barley	1.1	1.0	0.9
Oats	1.0	0.9	0.8
Rye	0.9	0.8	0.7
Maize	2.5	2.4	2.3
Sorghum	1.5	1.4	1.3
Millet	1.0	0.9	0.8
Buckwheat	0.8	0.7	0.6
Rice	3.0	2.9	2.8
Coconut	1.5	1.4	1.3
Peanut	1.2	1.1	1.0
Soybean	1.8	1.7	1.6
Alfalfa	1.0	0.9	0.8
Hay	1.5	1.4	1.3
Straw	1.0	0.9	0.8

OIL		PRICE	
Grain	Yield	High	Low
Wheat	1.2	1.1	1.0
Barley	1.1	1.0	0.9
Oats	1.0	0.9	0.8
Rye	0.9	0.8	0.7
Maize	2.5	2.4	2.3
Sorghum	1.5	1.4	1.3
Millet	1.0	0.9	0.8
Buckwheat	0.8	0.7	0.6
Rice	3.0	2.9	2.8
Coconut	1.5	1.4	1.3
Peanut	1.2	1.1	1.0
Soybean	1.8	1.7	1.6
Alfalfa	1.0	0.9	0.8
Hay	1.5	1.4	1.3
Straw	1.0	0.9	0.8

PROPERTY		PRICE	
Grain	Yield	High	Low
Wheat	1.2	1.1	1.0
Barley	1.1	1.0	0.9
Oats	1.0	0.9	0.8
Rye	0.9	0.8	0.7
Maize	2.5	2.4	2.3
Sorghum	1.5	1.4	1.3
Millet	1.0	0.9	0.8
Buckwheat	0.8	0.7	0.6
Rice	3.0	2.9	2.8
Coconut	1.5	1.4	1.3
Peanut	1.2	1.1	1.0

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This report marks tomorrow's opening, by Mrs Margaret Thatcher, the Prime Minister, at the National Exhibition Centre, Birmingham

INTERNATIONAL MOTOR SHOW



The International Motor Show will open in a sombre mood as it reflects the general economic recession. Not for the first time this year, motor manufacture is turning out to be an accurate barometer of industrial activity.

In the first eight months has affected not only car the United Kingdom, car manufacturers but their market was down by 1.5 per cent compared with the same period of 1979. But, things to get much better more significantly, the share before the second half of taken by imports rose 1981, if then.

and Ford are shedding thousands of jobs as demand falls, particularly for larger cars.

In France, where manufacturers have tended to concentrate on small, economical models and where buyers have a greater loyalty towards their own country's products, the market was down by 16 per cent in June. Renault, thanks to a shrewd grasp of the market, has largely weathered the slump but Peugeot has introduced short-time working and there have been substantial layoffs at Talbot.

In the United States 300,000 car workers have been laid off. Ford and General Motors have reported record quarterly losses and Chrysler struggles on only with government help. At the same time a dramatic switch to smaller, more economical cars has helped the Japanese to a 25 per cent share of new registrations.

The one industry seemingly unaffected by the slump is the Japanese. It made more than six million cars for the first time in 1979 and this year's output should be even higher. When lorries are counted as well Japan has now over

hailed the United States as the world's largest motor vehicle producer.

Already about one half of Japanese car output is sold abroad, and with the home market showing signs of reaching saturation point, the need to export will be even greater. This is at a time when pressure in both Europe and the United States for import controls on Japanese cars is mounting.

Much of the controversy has arisen over the fact that the motor trade with Japan is virtually one way. Imported cars took only 2 per cent of the Japanese market last year and, with the value of the yen moving against imports, the 1980 figure could be even lower. Manufacturers who do try

to sell cars into Japan complain of all sorts of bureaucratic barriers erected to frustrate their efforts. But there is a more fundamental point and that concerns vastly superior Japanese productivity. Helped by a high level of automation, low manning levels and a docile labour force, Japan makes roughly twice as many cars per man per year as the average in either Europe or the United States.

It follows that Japanese cars can be sold very competitively in the markets of Europe and America while some European models in Japan cost twice as much as their home-produced rivals. Until European and American producers become more efficient it will be difficult

for them to fight on equal terms.

The call for restrictions on Japanese imports, supported even by traditional free traders like Ford, seems unlikely to be taken up by governments anxious not to provoke reprisals. Even so, the Japanese must realize the depth of feeling in some markets that their cars are provoking and be prepared to exercise moderation as they have no their shipments to Britain.

The other way out for Japan is the coproduction deal with European and American manufacturers which at least supports some local jobs. BL's agreement with Honda and Alfa Romeo's with Nissan may set a trend. Honda is to

ON OTHER PAGES

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- Japan : Eastern Europe : unions
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- Small specialists : Metro : Escort
- Rolls-Royce Silver Spirit : new cars
- Veteran and vintage
- Tyres : accessories : in-car entertainment
- Turbocharging : fuel stretching ; alternative engines
- Car hire : the caravan industry
- Design : costs

continued on page VIII
Tomorrow's paper will include a 10-page Special Report on Commercial Vehicles.

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New Opel Commodore

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Wages were high in the American auto industry and the Japanese have made bearing in mind the fact that the Japanese are not labor unions. General Motors and Ford, the United States, were very different from their European counterparts. There was no labor union in the United States and the consequences, particularly for European carmakers, could be profound.

The key to the change is that the American public has, at last, started to demand a more economical car instead of golden monsters. It is a golden switch that has cost American manufacturers a long time to make.

It had been a long time since a motor company had a car that was as good as a roller coaster. The Japanese engines instead of the usual eight-cylinder Chevrolet version of the V-8, the Chrysler motor, the Ford V-8, while those of the Buick Six were modest.

But the '63 car is purely for America. In European terms, it is a medium-sized, but development is a front-wheel drive medium (in European terms) saloon, it will be introduced in 1964 and it will be spruced up in the United States, Canada, Brazil, Australia, Spain, Germany, Portugal, Greece, and Oceania, where it will super-

The Compagnie, where Ford is weaker, and in the United States, as a means of rolling back the Japanese invasion.

Henry Ford himself will speak about the United States for small front-wheel-drive cars, insisting that the priority lay in reviving a car program large enough to make an issue that led to the departure of one of his ablest lieutenants.

Laococca has no more beating in the small car drum. Chrysler, Laococca, in retrospect, was right and Henry Ford, wrong, while the American public's traditional 25 per cent market share in America has fallen to only 18 per cent.

enough numbers of their own imports, above all the Japanese, will fill the gap.

The decade of 1973-74 was seen by American temporary buyers as a time when, as a group, motorists, if asserted, would go to large car prices to buy the latest models. With moderate interest rates, they were cheap by European standards even after the East price rise, which had seemed to be behind them.

Now Americans are turning against large cars with a vengeance. General Motors sold only 58,000 Caprices—their biggest Chevrolet model—in the first half of 1980, compared with 100,000 in the same period last year. Meanwhile, Japanese

GM has played with the world car concept before. The Opel designed for export to Germany, spread to Britain as the Vauxhall Chevette, became the Chevrolet Chevette in America and wore the trim badge in Germany. It was essentially a Opel design which was later adapted for other markets.

The 1 car was designed in Detroit and was intended to be a "bridge" between the two applications. (GM has other subsidiaries, such as Vauxhall and Opel, have been involved in its development at every stage. It is a design carried out by Opel, designed on a log of half a dozen, which must make the cars more competitive than if Opel, Vauxhall, Chevrolet and GM had each high

that for the first time cars of European size were acceptable to—indeed, demanded by—American motorists. And having said the message it is also possible, without GM's resources, to respond: The Escort may be claimed as world car but it is a European design that is a European car. For America, rather than a car conceived initially with a world dimension.

A logical next step is that the Japanese and Ford would be the equivalent of the GM J in the Chevrolet Corvair in Britain, the Taurus in Europe and giving Ford ammunition in America against the Japanese.

Whether it is or not, the pattern for future development has been set.

imports have been taking up to 25 per cent of the new car market.

This lesson is clear: American manufacturers must not only make their big cars smaller but bring out new small ones, small even by European and Japanese standards.

General Motors has been ahead of its rivals, though Ford has just launched an American version of the Escort and Chrysler has high hopes of its K car.

General Motors put a smaller car on to the American market in the mid-1970s—a bigger-engined version of the European Chevette—and must, for a time, have ruled the decision. It was ahead of public

and the government's wishes on the smaller projects.

In Europe the Jcar will compete with British, French, German and Italian models with proportionately higher development costs, and less able to rely on the economies of scale that worldwide manufacturers can offer.

GM is also said to be planning a new front-wheel drive car in the supermini class—contested in Europe by the Ford Fiesta and the Fiat Ritmo and BL Microvan—over several others. It is likely to be built in both Europe and the United States and some reports suggest that it will have an ultra-economical three-cylinder engine.

Ford seems less advanced than GM in its programme

Not so long ago, European manufacturers such as Renault, Fiat and Volkswagen were able to compete with the Americans on equal or less a national basis. Ford in Britain had a different model range for Ford in Germany and Opel bore no resemblance to a Vauxhall. But in the more than a decade GM and Ford have moved to national cars to European cars and now to world cars.

The fact that the Americans can design cars that will be equally acceptable in their home market and overseas opens up a prospect of being able to spread research and development costs over a much bigger output—than European manufacturers can hope

There has been surprise, too, with the 74 car, unusual for American models in being front-wheel drive. It costs less than the more popular, more Americanized

to be honest, it's more attractive than those elegant cars - reasons - the reliability.

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Japanese loyalty could kill European opposition

25 years the Japanese industry has grown from nothing to become the second biggest in the world after the United States. But it makes it such a formidable competitor is not merely size, but vastly superior efficiency.

Mr Bill Hayden, Ford Europe's manufacturing vice-president, visited Japan this summer and said he was horrified to realise how far Ford, generally considered to be one of the most efficient European companies, had fallen behind. He gave a warning that unless European car firms drastically improved their productivity over the next few years, "the Japanese will kill us".

It takes twice to three times as many workers to produce a car in Europe as it does in Japan and the comparison between Japan and Britain is even more painful. According to Mr Hayden, if Ford in Britain had Japanese manning levels it would need only 30,000 people instead of the present 76,000.

The keys to Japanese productivity are a high degree of automation and a labour force which accepts change and seldom strikes. Going round a Japanese car plant can be an eerie experience for, although the lines are clattering with activity, there is scarcely a human being in sight.

Mitsubishi's main car assembly plant at Nagoya, sometimes tagged the Japanese Detroit, is 90 per cent automated, turning out a car every two minutes. This rate will eventually be stepped up by half as much again. The factory makes 150,000 cars a year with 1,100 line workers; a similar workforce at Ryton, near Coventry, makes only 50,000 Talbot Solaras.

Robots are not exclusive to Japan and BL has rightly been making much of the new Metro plant at Longbridge, which can claim to be as advanced as anything in Europe. But while BL is looking for an output of 23 cars per man a year, an impressive figure by European standards, the Japanese average is already nearly double that.

The Japanese have been more willing to accept automation, partly because a rapidly expanding industry has not necessarily meant machines replacing jobs. Rather, more cars have been made by the same workforce. Mitsubishi now makes twice as many vehicles as it did 10 years ago and still employs 20,000 people.

The other factor is the traditional obedience of the Japanese worker, which is reflected in society generally. Just as the Japanese wife has a loyalty to her husband, uncomplainingly tolerating his evenings in the geisha house and the Japanese citizen a loyalty to the state, so the worker is loyal to his boss in a way that is hard for Europeans to understand.

This emerges in the Japanese worker's attitude to strikes. Labour disputes occur in Japan, but Japanese workers tend to demonstrate for better pay and conditions by putting up posters and wearing black armbands rather than stopping the line.

High productivity is combined with high output, often concentrated on a small number of car models. Toyota makes more Corollas in a year, 637,000 in 1979, than BL is managing to make cars of all types, from the Mini to the Jaguar. One result is that Japanese cars are much cheaper to buy in Japan than similar cars in Britain.

It is difficult to accuse Japanese importers of dumping when, for instance, a Toyota Starlet costs £3,200 in Britain and only £1,400 in its own country. One can only congratulate the importers on what must be healthy profit margins, even after the cost of shipping the cars half way round the world.

Other examples are a Corolla costing £1,600 in Japan and £3,300 in Britain; a Carina £1,900 against £3,900 and a Celica £2,600 compared with £5,600. Since the tax on new cars is similar in the two countries and Japanese car workers are 30 per cent better paid than British, higher productivity is the only explanation for such remarkable price differences.

Foreign cars sold in Japan tend to be expensive. The best selling imported model, the Volkswagen Golf, costs twice as much as Japanese competitors. Importers often complain about petty restrictions frustrating their attempts to sell in Japan; but even if prices were totally free, they would still affect the ability to compete.

Only 60,000 foreign cars were sold in Japan in 1979, or 2 per cent of a market of more than three million. With the yen falling in value, the total is unlikely to rise this year.

Since 1968 the output of the Japanese car industry has trebled, from two million a year to six million. And while car firms in Europe and the United States are making workers redundant and putting factories on short time the Japanese are committed to, and achieving, further expansion. All the principal companies are planning higher output this year.

Comecon: cheap cars for West are costly at home

The cars of Eastern Europe are much smaller than it is in Western Europe, the United States or Japan. Against Japan's six million cars in 1979, the Soviet Union—population made only 1,300,000, Poland produced 337,000, Czechoslovakia 175,000, and East Germany 171,000.

With a high proportion designated for export, cars for the home markets are scarce and long waiting lists build up. A Russian or a Pole may have to wait 18 months, or two years for a new car which is freely available in the West.

Even if more cars were made for home consumption, few people could afford them. In their pricing policies, the East European countries make their cars deliberately expensive for the home market, while selling at cost price, or less, in the West to earn much needed currencies to pay for capital goods.

The cheapest car made in Poland is the Fiat 126, which costs 74,000 zlotys. The Polish car worker earns, on average, about 50,000 zlotys a year, so the car costs one and a half times his annual income. A British car worker could buy two Fiat 126s with the equivalent of a year's earnings and still have money over.

The main East European producer is the Soviet Union, where output is

increased fourfold during the 1970s—mainly because of the decision to build a vast new factory at Tolyatti on the Volga river. The factory was established with East German help and makes, under licence, a Soviet version of the Fiat 124 sold in the West as the Lada.

One of the biggest integrated car factories in the world, Tolyatti makes more than 700,000 cars a year, or half of total Russian output. The main assembly line is a mile long. It is at Tolyatti that the new "supercar" will probably be built, starting in late 1982 or early 1983.

The other Russian family car familiar in the West is the Moskvich, made in a much older plant on the outskirts of Moscow. The current model is primitive by Western standards and was withdrawn from the British market several years ago. Discussions have taken place with several Western manufacturers on a "Fiat type deal" to reequip the plant and produce a modern car but so far, apparently, no agreement has emerged.

The Russian car industry is a new engine plant is due to open in 1982 for this production of 4,000cc and two-litre units based on the Fiat 126 design. They will be used mainly in the off-highway, which will gradually take over from the Fiat 126 as the main car in the country. Versions, including a three-door hatchback and a coupe, are planned for 1981.

Poland is the second largest car producer in Eastern Europe. The Fiat 126 is being built in Poland under licence from the 126 in Italy. Some 135,000 Polish Fiat 126s are being built in Poland for export in 1980. The new engine plant is due to open in 1982 for this production of 4,000cc and two-litre units based on the Fiat 126 design. They will be used mainly in the off-highway, which will gradually take over from the Fiat 126 as the main car in the country. Versions, including a three-door hatchback and a coupe, are planned for 1981.

Czechoslovakia and East Germany have much smaller car industries, which have been developed largely without Japanese help. Czechoslovakia's car industry is based in Brno, where the Skoda 105 is produced. The Skoda 105 is a three-door hatchback, powered by a 1,600cc engine. It is a simple, practical car, but it is not very fast. The Skoda 105 is sold in the West as the Skoda 105.

East Germany's car industry is based in Dresden. The Trabant is the only car produced in East Germany. It is a two-seater, powered by a 350cc engine. It is a very simple car, but it is not very fast. The Trabant is sold in the West as the Trabant.

Peter Waymark

It follows that car produc-

Trade demarcations said to cause low productivity

British union leaders' first tentative steps towards international solidarity in the motor industry came three years ago with their visit to Geneva to join colleagues from the United States and Europe in discussing the forthcoming takeover of Chrysler's European operation by Peugeot Citroën.

While union officials now frequently travel abroad, the International Metalworkers' Federation conference at Chrysler was one of the first to take place in the eye of an industrial storm and went some way to improving relations between motor industry unions worldwide.

The meeting also prompted, not least among union officials themselves, reflections on the differences between their own organizations and their foreign counterparts: while some European unions look in awe at their equivalents in Britain, where the closed shop or something near it is almost universal in the motor industry, British officials may find themselves envying the West German system of industrial democracy, admiring the level of Japanese fringe benefits and security, or sympathizing with French unions against some of the more aggressively anti-union managements in the European motor industry.

To many outside the motor industry, the comparison is highly unfavourable to Britain. The image dies hard of the bloody-minded unproductive British car worker, contrasted with the solid citizen of West Germany or Belgium who moves from skill to skill at the first asking, welcomes technological innovation, and seldom if ever strikes.

Comparisons like that contained in a recent internal Ford study tend to encourage such an impression. That reportedly showed that a Toyota worker assembles a car per day compared with the Dagenham worker who needs three and the Halewood man who needs six. But while such comparisons dramatize the competitive threat from Japan now exercising as well as the union leaders they can be misleading if quoted out of context which accounts for various like investment in automated plant.

Nevertheless the comparison made by the Central Policy Review Staff, which though now five years old, and treated at the time with scepticism by British union officials, still remains the most wide ranging of their kind, makes arresting reading.

In examining the relative competitive weakness the CPSR looked at mounting productivity and labour relations among a large number of other commercial and industrial factors. On manning, it cited the trim

and final assembly areas: in Britain 940 men were employed on a single shift while at a directly comparable continental plant there were 665 men. In maintenance between 900 and 1,200 men were required compared to an equivalent continental plant where between 550 and 650 men were needed.

The "think tank" attributed this directly to trade demarcation and commented: "If a multi-skilled machine breaks down in Britain six maintenance men would be involved in repairing it... On the continent only two men, one mechanical and the other electrical, would accomplish the same job."

The CPSR found that while between only 65 per cent and 75 per cent of the man hours used to produce a single British unit were required on the Continent, that was only partly offset by generally lower labour costs.

Of four sections studied, only in engine production were labour costs per unit actually lower (slightly) than the continental averages, though when hourly wages were taken into account the discrepancy in unit costs was considerably less dramatic than that for output per man. Finally, while British plant managers claimed to spend almost half their time dealing with labour relations problems, those in Belgium and West Germany quoted a figure of only 5 to 10 per cent.

Justly, one of the first points made about British unions is their multiplicity. There are 17 main motor industry unions (though 90 per cent of the workforce are now in two) in Britain. In the United States and Japan there is only one. In France and Italy where the main differences are political rather than industrial and therefore do not generate demarcation disputes to the same extent, there are respectively six and five. In Belgium there are three and in Germany two.

While multi-unionism does not explain all the labour problems of the motor industry it has two, oddly contrasting, adverse effects. Demarcation, recruitment rivalry and differences in negotiating policy all combine to produce an irritant to leaders of either side of the industry. At the same time they tend to make the unions less cohesive as a force in nationally—as opposed to locally and unofficially—winning substantial gains for their members.

In Volkswagen, for example, where IG Metall is the sole union in the six West German plants and where membership extends from 82 per cent to 95 per cent, the union has been successful in winning substantial gains. In 1979, for example,

the union gained an eight-minute paid rest break every hour for workers on payments by results schemes. By contrast, the number of small unofficial disputes is minimal compared with Britain, and managements have probably found it easier to introduce technological change.

British unions, unlike many of their foreign counterparts, are frequently much older than the employers with whom they negotiate and, have their own proud traditions, history and individual forms of internal democracy. As a consequence, although the TUC has consistently pressed for more mergers, and indeed the trend has been towards fewer unions, progress has sometimes been exasperatingly slow.

The British shop steward movement grew partly out of frustration at the slow pace of national leadership in winning gains in pay and working conditions, but it was greatly assisted in companies like those which today form BL by piecemeal bargaining in which the steward effectively "sold" the job after bagging with a foreman over a price.

The shift in BL during the 1960s to measured day work—the system which Ford has always operated across the world—succeeded in cutting much of the aggravation and fragmentation associated with piecemeal bargaining. But it had a price and that was the lack of incentive which BL, albeit in an unfavourable economic climate, is now trying to build back into its pay structure by the use of bonus schemes.

BL, as the only British (as opposed to multinational) major motor manufacturer in the United Kingdom is going to provide the most interesting labour developments in the coming months and years. A total of 18,000 manual workers have left the company since August 1979, under the company's determined programme of plant closures and voluntary redundancy. In April, 18,000 workers went on strike against the company's imposition of a pay package well below the inflation rate and offering only 5 per cent to the majority of assembly workers. After nine days, however, the strike was called off.

From the company's point of view, their success in overcoming union resistance lay less in the pay element of the package than in a programme of changes in working practice which was tied to it. These included moves towards much greater flexibility already familiar in other countries, and a reduction of "mutuality" whereby shop stewards and union officials have a tacit right to bargain about line speeds and manning levels as well as pay.

Donald Macintyre

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Peugeot was a pioneer of diesel-engined cars. Thirty per cent of its latest 604 model are turbodiesels.

VW prophesies big switch to diesel

Volkswagen has made the prediction that by 1985 one third of the world's car output will be diesel-powered. This, it fulfilled, will mean a dramatic change in manufacturing taste and habit, but it may be the only way of squaring the continued existence of the car with the need to conserve energy.

Diesel engines consume at least a quarter and up to a third less fuel than comparable petrol engines, and this has led to a big increase in diesel car production since the energy crisis of 1973-74. Then only three European manufacturers offered diesel models; now almost all of them do, or plan to.

According to the components group Lucas CAV, which makes the fuel injection system used on many diesels, world production of diesel-engined cars will reach 1,500,000 this year—double the level of 1979—and take 10 per cent of the world car market by 1985.

European production is expected to reach one million by 1985—double the total of two years ago.

In the United States, General Motors is stepping up its output of diesels to half a million a year during 1981—10 per cent of production. In the longer term up to 30 per cent of General Motors cars will be diesels. It is a sign of the

times that the luxurious Cadillac 5000 now has a diesel engine as standard, and a petrol engine as an option.

The United States has had probably the biggest influence on the development of the diesel car, principally because of its ambitious federal fuel consumption targets which require manufacturers to achieve an average across their range of 27.5 miles per United States gallon (about 32 miles per imperial gallon) by 1985.

Diesels are not, however, the only way of meeting these figures, indeed for manufacturers of big cars the only way. Importers are affected as well, which is why half the cars made by Mercedes-Benz are diesel. BMW, too, must have had an eye on the American market when it decided to build a diesel engine factory in Australia with a capacity of 100,000 units a year.

The other encouragement to diesel in the United States is that country's stringent exhaust emission regulations. Although the diesel exhaust, with its clouds of blue smoke, may suggest the opposite, its output of diesels to half a million a year during 1981—10 per cent of production. In the longer term up to 30 per cent of General Motors cars will be diesels. It is a sign of the

lowing in the footsteps of the three traditional diesel producers—Mercedes-Benz, Opel and Peugeot. Now, since 1975, include Citroën, Chrysler (now Talbot), Volkswagen-Audi, Fiat, Alfa Romeo, Renault and Volvo.

The case for buying a diesel car depends partly on the price of the fuel. In several countries—among them Italy, Spain, France, Belgium, The Netherlands and the Scandinavian countries—diesel fuel costs, at most, only two-thirds as much as petrol. This, combined with superior fuel consumption, makes diesel motoring an attractive option.

In West Germany, Switzerland and Britain, petrol and diesel fuel are roughly the same price, and since a diesel car is more expensive—because the engine costs more to make—it pays off overall only on a high annual mileage. That explains the popularity of diesel cars as taxis on the Continent, plus the diesel's edge on the petrol car in fuel consumption during stop-start town driving.

The traditional barriers against diesel have been noise and performance. Not so long ago the typical diesel car sounded little different from a diesel lorry—a loud clatter on tick-over

giving way to a full-blown roar at the limit of each gear. This was not altogether surprising, since manufacturers tended to put lorry diesel engines into their cars.

Now the practice is to develop diesel engines directly from petrol ones. The leaders in this have been Volkswagen-Audi, notably with the 1,300cc Golf diesel—an outstanding development, which proves that a small diesel engine can be almost as smooth and quiet as a petrol engine. A two-litre version of the Golf diesel is used in the Audi Avant hatchback and produces similarly impressive levels of refinement.

There are two other advantages of producing diesels from petrol engines. One is that the units can be made side by side on the same line, which greatly increases a manufacturer's flexibility in responding to demand. The other is that costs can be spread so that the diesel car need not carry as big a price penalty.

To replace some of the power lost by the diesel, manufacturers have resorted to turbocharging. The Mercedes-Benz five-cylinder turbodiesel was developed primarily for the United States market, leaving Peugeot to be first off the mark in

Europe with a turbocharged diesel version of its largest car, the 604.

Turbocharging cannot wholly compensate for the diesel's leisurely progress, (the Peugeot 604's 0-60mph acceleration time of 17sec is about the same as the Mini's). But without turbocharging the car would be so slow as to be almost undrivable, and turbocharging does little to compromise the diesel's excellent fuel consumption. The Peugeot will easily do 30mpg and more—an impressive figure for a car of its size.

The diesel market in Britain has taken longer to develop than most others. Only 5,335 diesel cars were sold in 1979 and 5,312 last year. With Peugeot, the traditional diesel leader in Britain, being strongly challenged by Volkswagen-Audi, the market in 1980 could reach 8,000—still well below 1 per cent.

This slow progress helps to explain why no British manufacturer has yet ventured into diesel. Ford offers a diesel version of the Granada, but the engine, Peugeot's and the car is built exclusively in Germany. BL has experimented with diesel engines in the Princess and the Rover but appears to have no plans to put either into production.

P.W.

THE 83 MPG METRO.

The new Metro delivers great performance and great economy. With its new A-Plus engine and refined, positive gear box the 1.3HLS tops 96MPH and zips from 0-60MPH in 12.3 seconds.

While the HLE, at an independent test performed by AA engineers, achieved 62 MPG at a steady 50 MPH. And an astounding 83 MPG at a steady 30MPH.

Meanwhile a car with the roadholding and manoeuvrability of a Mini is both smooth to drive (specially developed Hydraz suspension) and quiet to drive in.

Quietness was built into the design right at the beginning with the help of a structural vibrational analysis in an anechoic (echo-free) chamber.

WITH 12,000 MILES BETWEEN SERVICES, METRO RULES THE ROADS.

Metros will go 12,000 miles or one full year without a service.

Such technological superiority (Fiesta, Polo, Fiat 127 and Renault 5 all recommend services every 5,000 or 6,000 miles) was made possible by significant engineering breakthroughs.

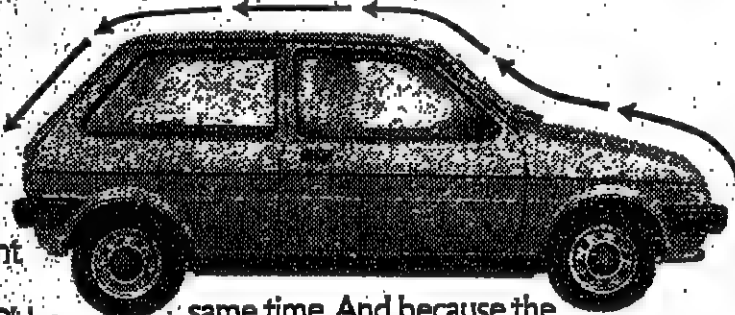
Every Metro has brake pad wear sensors to tell you when to change the brake pads. Self-cleaning, sliding contact points are standard, as is a long-life battery which only needs topping up once a year.

An enlarged oil filter element and long-life spark plugs which don't need cleaning are also standard equipment.

Features like these, along with the precision of the new automated West Works at Longbridge, mean your Metro will stay on the road while other cars are in the garage.

TO SIT OR NOT TO SIT? THAT IS THE QUESTION.

The folding back seat of an ordinary hatchback lets you choose between more seats or space. In a Metro, the asymmetric Split Action rear seat lets you do both at the



same time. And because the seat is split one third/two thirds, it's uniquely versatile.

Fold the smaller seat down and two people can sit comfortably beside a neatly stored carry cot or trunk.

Fold the wider seat down and you can carry a mountain of luggage beside one back seat passenger.

EVEN WELLINGTON NEVER IMAGINED A BOOT THIS BIG.

If you fold both seats down you'll find 45.7 cubic feet of load-carrying space; more than the Renault 5, Fiat 127 or VW Polo.

While Fiesta, 6 inches longer than Metro, only manages 42.6 cubic feet.

GREAT SPACE FOR GREAT BRITAIN.

CAR Magazine (May, 1980) said "Metro... stands to be the most space-efficient volume car in history."

That means comfortable.

The newly designed seats are contoured to make long drives feel miles shorter.

While a huge glass area means better visibility front and back, as well as a more relaxed, spacious "feel."

The doors are extra wide. And the front seats don't just fold forward; they slide forward and back automatically.

THIS COULD BE YOUR FINEST HOUR.

There are five new Metros, from £3095: the standard Metro, the Metro L, the super economical Metro HLE, the sporty 1.3S and the luxurious 1.3HLS.

After each comes out of the most advanced car assembly plant in Europe it is individually inspected for quality of finish.

Inspect one yourself on a test drive. And imagine getting miles more per gallon in a Metro in 6 months time, when all the best cars of the world have to offer have stopped for a service.

AUSTIN
with Supercor



METRO
A BRITISH CAR TO BEAT THE WORLD.



The Morris Ital—BL's car for the fleet market.

Why UK leads Continent's fleet market

The fleet and company car market in Britain is the largest in Europe. This is widely acknowledged by the international motor industry. But defining its size with any real accuracy has proved impossible. Independent surveys carried out by manufacturers based in the United Kingdom, and the British Institute of Management, differ by as much as 20 per cent.

The problem is the definition of the market. Most manufacturers define fleet customers as those buying more than 25 vehicles, including lorries and vans. Using that as the yardstick it is generally accepted that 30 per cent of cars sold in the United Kingdom are fleet purchases. But if the definition is widened to include individual businessmen buying with company cheque it could easily account for another 10 per cent to 20 per cent.

That leaves an arguable 30 per cent to 40 per cent of the total market for purely private sales. So far the fleet market is dominated by the four big British-based companies—Ford, BL, Vauxhall and Chrysler—with the importers operating on the fringes with marginal but steadily improving success.

So why is Britain Europe's leading fleet market? There are several reasons, with the importance of each differing according to the manufacturer, dealer, or buyer you are talking to. Fleet business began in earnest in Britain about 15 years ago—well ahead of the Continent. This was largely because of the pioneering work of Ford, which dominates the United Kingdom's fleet market, accounting for more than 30 per cent of all sales.

This early start enabled Ford—and Chrysler—to establish fleet sales well ahead of the main import invasion. One of the main requisites of a fleet car is that it should have access to a large, country-wide servicing network. Even the best of the importers cannot match the number of servicing points available to the four big companies.

That is not to say that the importers have accepted their present market share, which is estimated to be between 10 per cent and 15 per cent. Renault is becoming particularly aggressive in the volume-produced sector followed closely by Fiat and Volkswagen. They have no alternative if they are to increase their share of the total United Kingdom market for new cars. Their proportion of private sales is now so high that it is to

the fleet market they have to look for any further sizeable gains.

The company-supplied car, from the chairman's Rolls-Royce to the salesman's Escort, has become an established part of the company's transport pool for many years.

Personnel directors say that as much time is spent settling the allotment of a new employee's car as arranging what he takes home in his pay packet.

The periods of wage freezes which have only recently ended undoubtedly have the fleet business a big boost. Companies faced with the difficulty of holding a key employee who could earn more by moving to a new job frequently resorted to a better car and changed it more often. Once established such a practice is difficult to break—even in more difficult times such as the present recession. Employees at all levels regard the type of car allotted as an outward symbol of their standing in the company. Any attempt to downgrade them—as many companies are trying to do—resists fiercely.

Rather than cause too much upset in this way many fleet buyers are making economies by retaining their fleets for an extra year. The manufacturers insist that this is a false economy and demonstrate with the aid of carefully argued documentation that the short-term benefits of such a move can lead to heavy additional expenditure in the long run. But for companies facing serious cash flow problems, such arguments are a waste of time.

Despite pessimistic forecasts of car sales this year, 1,500,000—the fleet sector held up surprisingly well in the early months. There is growing evidence that buyers are backing off—to establish fleet sales, well ahead of the main import invasion. The fleet market will continue to be large, but it is generally accepted that it will not grow for up to two years.

That suggests an even more aggressive price war than the one already underway between the four big companies, with the importers adding in the confusion by trying to unload some of their excessive stocks. They will not find it easy, however. When cars are scarce fleet buyers can be persuaded to depart from their usual pattern of buying, but no such lure is there to help the importers today.

Another problem the importers have to overcome is the large number of companies which insist on buying British. They give the

widest possible interpretation of the word British, and often include cars from Ford, Vauxhall and Chrysler which have been made in Germany, Spain, Belgium and France. Only BL meets the "Buy British" requirement in full.

Some companies insist that salesmen visiting them should arrive in a British car. This has led to a relatively new development: salesmen are being told to draw British cars from their company's transport pool for visits to customers operating such a ban. The practice is not widespread at present and seems to be aimed mainly at Japanese cars.

With more than two million unemployed in Britain, companies do not want to be seen to be supporting a product which does not contain a large proportion of British-made components. Companies face a bewildering number of ways of financing their car fleets. They can hire them for fixed monthly rentals, with the choice of doing their own servicing or including this in the rental. They can enter open-ended leasing arrangements which enable them to receive a rebate if the resale value of the car is higher than originally agreed.

Leasing has become big business in recent years. This in turn has led to another new development—the increasing use of specialist consultants to advise fleet buyers on the best vehicle for their purpose and the most appropriate method of financing to meet a company's individual needs.

At the top end of the fleet market—small in numbers but high in profits—importers such as Mercedes-Benz, BMW and Volvo have made inroads at the expense of BL's Jaguars and Rovers. BL insists that such purchases cannot be justified on any cost effective basis. However, many senior executives are given freedom to buy a car of their own choice provided its price is within the limit fixed.

So far the fleet market has not been profitable for the Japanese, and with the strength of the present anti-Japanese lobby it is unlikely to change soon. But the four big companies are closely monitoring Japanese fleet sales; if the present voluntary agreement restricting Japanese imports to about 10 per cent or 11 per cent of the market is not renewed for 1981 they could be in for quite a battle.

Clifford Webb

More choice in four-wheel drive than ever

Registrations of light, four-wheel drive vehicles have been climbing in Britain over the past few years. In 1979, more than 10,650 went on (and occasionally off) the road compared with about 7,000 in each of the two preceding years.

The picture will not be quite so bright in 1980 but the four-wheel drive market has been much less depressed than that for normal cars. It has also become more wide open than ever before. At one time, the choice for a British buyer of a small vehicle, capable of operating cross-country, was a Land-Rover or Range Rover. In the past five years, however, the shortage of Land-Rovers and Range Rovers that led to delivery delays of months, even years, has encouraged the importers.

Now, the choice presented to the buyer of a recreational or working four-wheel drive vehicle has never been wider. The Land-Rover remains the most popular by far and, with its more expensive stable-mate, the Range-Rover, accounts for about half the total market.

Most of the rivals to these machines are from Japan although, curiously, the Toyota Land-Cruiser, which is so popular in world markets, is no longer sold in Britain. It did not do very well when briefly marketed in Britain, perhaps because its engine was too large for British tastes. Sheer engine size, and the high petrol consumption that goes with it, has been responsible for a considerable decline in Jeep's fortunes in Britain, too. Even American buyers are looking askance at recreational vehicles with six-litre V8 engines and 10 mpg petrol consumption. The latest Jeep in the United States has a four-cylinder engine and a four-speed manual transmission. It can be only a straw in the wind.

At all events, Jeep sales in Britain in the first eight months of the year were 33% of those achieved last year. Next to the Land-Rover, the most successful 4x4 utility vehicle is the Daihatsu, available in short and long wheelbases, diesel or petrol powered and competitively priced.

As it happens, Daihatsu is imported by the same firm that handles the Jeep. Like the Land-Rover, the Daihatsu is a completely conventional kind of machine. Its chassis (like that of the vast majority of light four-wheel drives) is traceable back to the Second World War Jeep. That is to say it has half-elliptic springs front and back, a main gearbox and two-speed transfer gearbox and four-cylinder engine installed in a massive chassis.

Its advantage is in having a diesel engine of nearly twice the cylinder capacity (2.5 litres compared with 1.5 litres) of the petrol engine. The owner who chooses diesel as so many do today, to reduce high fuel costs, finds that the vehicle is faster, harder pulling, more economical and it must be said, far noisier than the petrol model.

Diesel engines are, in fact, ideally suited to light 4x4s that are intended to wade rivers and splash around in axle-deep mud. There is no ignition system to waterproof: the sloping ability of a diesel helps to climb steep slippery hills

without wheelspin and should the vehicle be operated exclusively on a construction site it can run on the same untaxed gas oil used by the mobile plant.

The acquisition of a really up-to-date diesel is a high priority for Land-Rover, now in the middle of a drive to double output and improve the product. The latest manifestation of the classic Land-Rover has the same V8 engine and permanent four-wheel drive transmission as the Range Rover, though retaining leaf springs. It went on sale in the home market this summer, a year after being launched in Switzerland. The V8 Land-Rover, available only as a long wheelbase vehicle, was clearly intended to hold off the challenge from the Daimler-Benz Gelandewagen in the affluent leisure market of mainland Europe.

The Range Rover remains what it has always been since its introduction more than 10 years ago—the best vehicle of its kind in the world. Others may match its cross-country performance and even its ride comfort and handling on rough roads, but none combines these attributes with the Range Rover's visual panache. It was a brilliant piece of design by the styling team who were responsible for the Rover SD-1 executive hatchback. The Range Rover has changed only in detail during the past decade. Power steering was added, as was a rough road mode, but the proportion of them spend their entire working lives, and automatic transmission promises to increase its future competition for the Land-Rover and, to a lesser extent, the Range Rover, also comes from the Eastern block. The Lada Niva, a three-door cross-country hatchback with permanent four-wheel drive, has the 1.6 litre engine from the Lada car. It could do with more power for hauling horseboxes and similar heavy trailers but is very effective across rough country and rides well for a vehicle of its type on the road. Like all Eastern block imports, it is remarkably cheap—less than half the price of a Range Rover—and has been selling well on the Continent.

The Romanian ARO is a Land-Rover type vehicle that established itself in Britain when Land-Rovers were short. It is a crude but capable all-wheel-drive pickup truck or van, also from Romania, that is more of a competitor for machines like the Toyota Hilux 4WD than the Land-Rover itself.

Yet another 4x4, cast to a similar mould to the Land-Rover, with twin-range transmission and leaf springs, is the tiny Suzuki. It makes an excellent go-almost-anywhere runabout for two people, or four at a pinch, and with an engine of less than one-litre capacity, is very economical.

A class of vehicle which the Japanese have entirely neglected is the normal four-wheel drive car that can be turned into an all-wheel drive, cross-country vehicle at the flick of a lever. Subaru markets a saloon, estate car and pickup that do not suffer from the typical off-road vehicle's discomfort, noise and general clumsiness when used on the highway. With becoming modesty, Subaru refers to them as all-road vehicles, rather than all-terrain vehicles, to make the point that they are not really intended to climb mountains or penetrate jungles. Even so, the 1.6 litre Subarus have a remarkable ability to keep going in places where no production reached a peak



Two of the wide range of four-wheel drive vehicles available in Britain. The latest V8-engined Land-Rover showing its ability to handle deep mud and (right) the smaller Daihatsu.

Foreign inroads worry component makers

The British motor component industry, traditionally the strongest in Europe and the envy of our continental neighbours, is struggling to find a new role for itself. It is not simply a question of widespread short-termism in its factories resulting from the growing recession in world sales, but the long-term implications of the massive penetration of its home market by foreign vehicles.

Imports are now accounting for nearly 60 per cent of all cars sold in Britain and with United Kingdom component exports becoming seriously over-priced because of the continuing effect of an over-valued pound, these cars contain fewer British parts.

That is not all. British based motor manufacturers, including B.L., are buying overseas components because to ignore cheaper parts will place them at a serious disadvantage.

Home market orders for components have not diminished overnight; the signs have been there for more than 10 years. Firms like GKN, Lucas, Associated Engineering and Automotive Products have been quietly establishing overseas manufacturing bases by acquiring existing foreign companies and where this proved impossible by expensive greenfield site developments.

But the home market is still the bedrock on which the prosperity of these groups depends. No amount of foreign investment can replace home losses in their entirety.

In 1972 British car production reached a peak of 1,900,000 units. Last year it was down to a depressing 1,070,000. This year it will be even lower. As the managing director of one of the major British component firms says: "That is a recipe for bankruptcy in the long term."

Individual component makers are reluctant to attack the importers' gains on the record. Collectively they are doing their best to make a strong case for some form of import restriction. As Britain is a member of the EEC, they have to accept free access by fellow Europeans which means that their lobbying is largely aimed at the Japanese and Eastern block countries.

Because of the minimal inroads made into the Japanese home market by foreign cars and the difficulties encountered by EEC car makers in establishing sales networks there, the anti-Japanese lobby is the one which finds widest public support.

Most of the collective campaigning is being undertaken by the British Automotive Parts Promotion Council (BAPCO) which is financed by several of the leading British component firms. BAPCO is using every avenue to publicize its claim that the Japanese are exporting unemployment. It estimates that the present United Kingdom component labour force of 440,000 will be reduced by 32,000 in the next few months, with a further 50,000 in the next three years.

With direct exports involving long vulnerable supply lines. They would deal only with component makers who side is "that the trend towards the formation of fewer and bigger groupings will continue. It is not only the recession in world markets which forces small long their biggest single overseas customer: Volvo bought £100m worth of components in Britain last year. This year it is increasing its orders to £125m and would clearly be reluctant to switch to other countries when it has such well established links here.

In the days of the low value pound, British components were among the cheapest in Europe. For big companies have been hurt by the devaluation. Volvo could afford to put up with the inconvenience of supplies interrupted by strikes and the strike problem was not as bad as the media often make out. Volvo took care to select only suppliers with a stable labour relations record and even then insisted that they maintain several weeks' stocks at the docks in Britain or, in some cases, in Sweden. The strong pound has seriously eroded that price advantage by as much as 15 per cent.

Ford and other multinational motor groups are keen to develop new key components are supplied from at least two countries to ensure that recession and boom do not pile problems on the other. This is without past precedent. Most are, could be made by independent suppliers in casualties, some of whom different countries but such will be snapped up by the are the volumes involved, bigger groups but others there are significant cost

Clifford Webb



A typical production line at a Lucas factory.

Safety without armour plate

Cars have been with us for more than 90 years but it is only in the past 30 years or so that "engineers" have devoted so much energy to making them safer. Their efforts fall under three main headings: primary safety, which is concerned with making the vehicle itself as unlikely as possible to be involved in an accident; and secondary safety, which tries to reduce the effects of the accident.

There is a measure of self-defence in the part of the carmaker's job as well as altruism. In the United States the two big companies have been hit hard by the financial penalties and public opprobrium because of faults in their cars which either caused accidents or where revealed by them.

General Motors suffered when Mr Ralph Nader, the lawyer and safety expert, accused its Corvair of being so dangerous because of the rear-placed engine which provoked uncontrollable oversteer, and the company had to pay out in stock value. Ford has suffered twice. The first time was when its Pinto was said to rupture when the car was hit in the back and set the car on fire. Unfortunately for the company an internal memorandum revealed that it would cost \$11 per car to move the tank but the cost of recall would be \$110 million. The second time was when its Ford Pinto was found to have a fuel tank that could rupture when hit by a 30 lb object.

On the more practical front, safety measures like roll-over protection have been developed. These have been developed in France and where they are generally heavily mounted on the rear of the car. They are designed to be deployed in the event of a rollover, and have been shown to be effective in preventing deaths in accidents where the car has rolled over.

In the second place it has been alleged that the automatic transmissions on certain Ford models can engage in gear when the car is moving forward or backward when left ticking over in gear and run over their customers who might be leading the luggage or looking at the car and not at the road. 38 Ford drivers have been killed.

Ford has made exhaustive tests and says that it cannot make the transmission behave in this way. If the courts should find that it is wrong, it will cost them millions of dollars.

The English Ford company had a similar problem some years ago with its Corsairs, but it did not become a public knowledge until it was alleged that the transmission in some manual cars locked up when driving in top gear. In view of this, only automatic transmission cars were sold until the problem was solved.

Many engineers have said "safety does not sell cars" and companies have been driven to spend money on safety research rather than rushing into it. Laws vary from one country to another, but the EEC will mean more common ones in motor-European countries. If a recall is ordered, either by the company itself or by law, it is an expensive business to trace and rectify a large number of vehicles.

An odd aspect is that people do not seem to be aware of the danger of their own fault, or do not bother to have it corrected. The British Renault company was

being pulled by a programme over a fault in the steering of its 1100 cc cars. Renault cars, but devoted so much energy to making them safer. Their efforts fall under three main headings: primary safety, which is concerned with making the vehicle itself as unlikely as possible to be involved in an accident; and secondary safety, which tries to reduce the effects of the accident.

Thinking of buying a car?

Read

The Times Car Buyers' Guide

Tomorrow



مكتبة من راصل

You Our range 16 Chevette 4 Carltons at the Motor nearest Val

The best seats at the show.



You'll see what we mean when you sit in a Vauxhall. Our range now extends to 51 manual and automatic models: 16 Chevettes, 3 Astras, 16 Cavaliers, 6 Sports Hatches, 4 Carltons, 4 Royales and the new 2.5 litre Viceroy. See them at the Motor Show. Or call at your nearest Vauxhall dealer.

VAUXHALL  

INTERNATIONAL MOTOR SHOW

On this and the facing page, **John Blunsden** looks at specialist cars and **Peter Waymark**, our Motoring Correspondent, reviews the new models emphasizing British Leyland's 'make or break' Mini Metro; the threefold purpose of the Ford Escort; the Rolls-Royce Silver Spirit; and cars from abroad

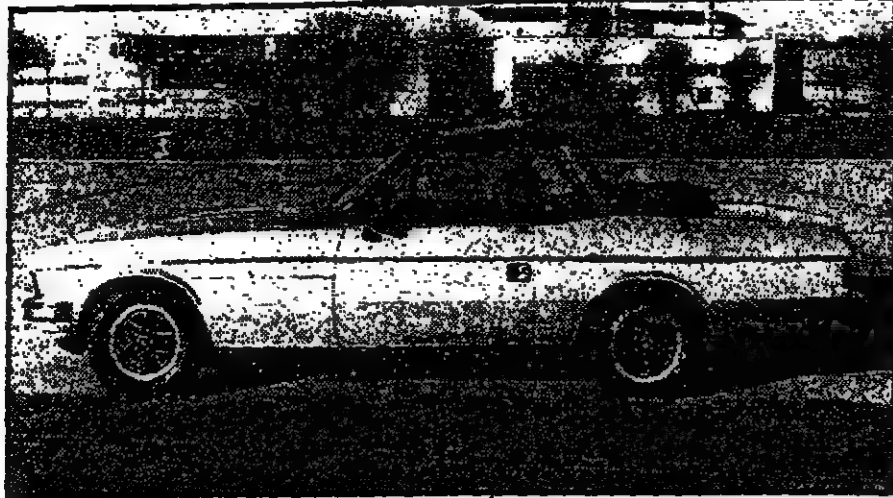
Specialists seem to thrive on their independence

The announcement by Rolls-Royce of the Silver Spirit and Silver Spur as replacements for the Silver Shadow and Silver Wraith respectively, and of a Bentley Mullanne as the new successor to the T2 saloon is a timely reminder that while big manufacturers are preaching the gospel of growth or merger as the only route to survival, the specialists seem to be thriving on their independence.

There is no denying that the new Rolls-Royce and Bentley range has arrived at just the right time, and that without it the company's forward order book would have lost the healthy appearance which has characterized it for so many years. Nothing which moves on wheels is easy to sell any more, and even the most famous and respected radiator in the world is no guarantee against the repercussions of a global recession. Rolls-Royce will be bolstered considerably in the difficult times ahead by the eager replacement market which the new models have inevitably generated.

Brand loyalty is one of the most effective assets a small company can have in a depressed market, and this usually stems from a product range of unquestioned quality and integrity backed by a management in close contact with its ultimate customers through the medium of a small number of carefully selected and constantly monitored dealerships. Concentration on these areas has helped very small (in motor industry terms) concerns like Aston Martin and Bristol (who market direct) to survive in an extremely difficult climate, and even to offer considerable hope of prosperity during the 1980s.

Lotus, some years ago,



The Bristol Beaufighter, said to have the highest acceleration of any four-seater automatic.

The Morgan which has so many devotees. Those who have sought to sell modern replicas of past classic-style sports cars have, in the main, been less successful.

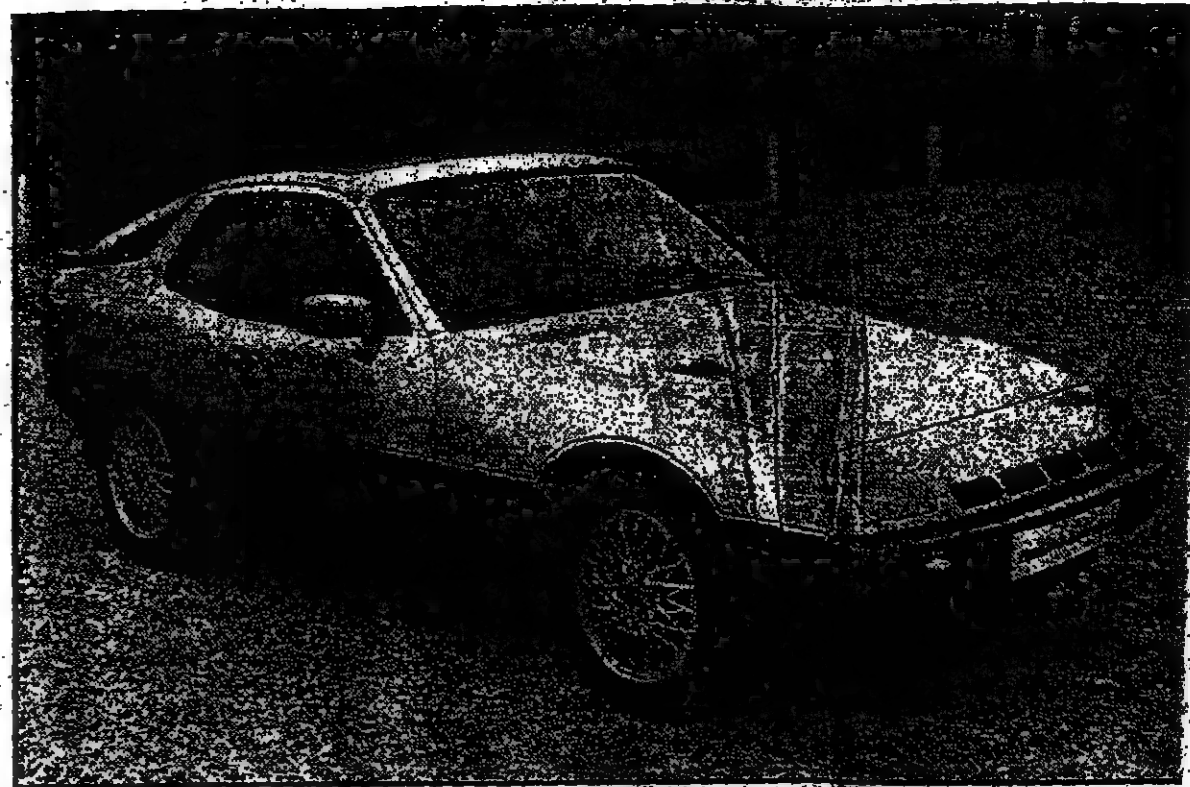
TVR is an example of a British manufacturer for whom a lot of hard work and skilled management have paid the handsome dividend of survival against considerable odds (including a disastrous factory fire some years ago). Until recently the one worry was a rather outdated product line, but this has now been rectified with the introduction of the stylishly up-to-date Tazmin, a car which exudes a flair not unlike that of the Lotus Elise.

Among the smaller manufacturers Reliant is unusual in that it is concerned with three distinctly different markets: it produces three- and four-wheeled economy cars and commercial vehicles, it has the Scimitar range of Ford-powered coupes and convertibles, and it manufactures cars knocked down for overseas final assembly. Diversification of products, and there-

fore of markets, has brought both headaches and benefits to this restructured company but it has shown considerable resilience in the past and the product line-up at Birmingham this week, which includes another new design for overseas manufacture, points to a certain optimism for the future.

Of all the overseas specialists, Porsche is perhaps the strongest, with a widely-based product line backed by engineering facilities which are at the disposal of much of the world's motor industry. Porsche design and development skill is to be found in many a product carrying another manufacturer's name.

The recent weakening of the United States market has called for a revised marketing plan with greater emphasis on European sales, but there seems little chance of the independence of this well-run company being threatened by the present economic climate. "Ferrari is owned by Fiat, and however large the problems confronting Italy's largest manufacturer, it is inconceivable that the money necessary to ensure the survival of this great name will not continue to be forthcoming. That a fortune is spent on running a Ferrari Grand



The Scimitar GTC from Reliant: this restructured smaller company has shown considerable resilience. Top: the Porsche 924 turbo, noted for its non-thirsty performance.

Metro hopes to comply with a tall order

BL's first idea in planning what became the Mini Metro was a straight replacement for the Mini. Prototypes, then carrying the code name ADO 88, were shown to the public at product clinics and decisively rejected as being too stark and functional. So it was decided to leave the Mini, which was still selling steadily, in production and go for a different type of car.

The Mini was seen by BL principally as a town car and a second car. The Metro, that much bigger, particularly inside, could be a first car which was able to take a family of four. In a way BL was only catching up what Fiat had done nearly a decade before with the 127, what Renault had done with the 5, and so through the Polo, Fiesta and Visa.

Coming late into a com-

petitive sector, the Metro had to offer something that does not exist: "superminis". It did not. It was a tall order but now that the car has arrived BL can claim supremacy in two important areas: interior space and fuel consumption.

Packaging is motor industry jargon for creating the maximum usable space inside the car in relation to the overall dimensions. By any yardstick, the Metro is exceptionally roomy for its class. At 11ft 2in, nearly 8in shorter than some of its rivals, it offers as much, in some cases more, head, leg and shoulder room than all of them; and as good, or better, luggage space for its class.

One small but brilliant touch adds to the versatility of the tailgate and the folding rear seat. That rear seat is split into two unequal portions and each can be folded down separately. So while the longer portion can

take two children, the shorter bit can be collapsed to make way for a case, and the Metro could be used for the family holiday.

The car's smooth shape and substantial improvements to the interior water and fuel consumption. A series engine have combined to produce fuel consumption that makes one Metro model—the high compression, high geared HLE—the most economical of any car in the production. Steady figures may be artificial in relation to driving practice but they do provide a basis for comparison and no car can match the HLE's 58.3 mpg at 56 mph or 41.7 mpg at 75 mph (or the 63 mpg returned by the Automobility Association driving the car at a constant 30 mph).

Apart from being roomy and economical, the Metro scores well on drivability with light, accurate steering and excellent roadholding.

The 1.3-litre engine gives brisk performance and the more economical unit is far from sluggish. On the practical side, the large area of glass affords maximum visibility and thanks to its size the car is easy to manoeuvre and to park.

There are a few minus points which may make the Metro more difficult to sell on the Continent where the competition is so fierce and where, arguably, drivers demand more from their cars. The gear change is not as slick as it might be, the ride does not have the smoothness of the best small French cars and the level of engine and transmission noise is a little disappointing after the example set by the Volkswagen Polo.

With its outstanding fuel economy, the Metro is a car that should be almost half as expensive as the planning and manufac-



models, the Metro should be marketed as the Japanese cure for the ills of a cheap car to run. It is the Toyota Starlet. But in the end the Metro's highest mileage will be its low cost of ownership. The car's superior fuel economy is said to be a significant factor in its success. The car is almost half as expensive as the planning and manufac-

Escort looks another winner

The new Ford Escort, which is being built in both European and North American versions, has a threefold purpose: to roll back Japanese small car imports in the United States; to improve Ford's modern standing in Germany and to help to maintain the company's dominant position in the important British fleet market.

Since for some years the Escort has been the most popular model in Britain after the Cortina, the new car, which is technically far more advanced, should make an even bigger impact. First, however, there are prejudices to overcome for the fleet buyer has traditionally shunned features like front-wheel drive which have a reputation for being expensive to maintain.

The new Escort retains the name, but almost nothing else, from the previous model. To compete effectively on the Continent, Ford had to go for advanced engineering and

this explains the change to front-wheel drive and independent rear suspension. There is a new engine range and the body is also new, with a tailgate as a standard feature.

The styling is unusual, mainly on account of the "bustle" which performs the dual function of helping to lower the drag coefficient and improving performance and fuel consumption—and making the Escort look sufficiently different from the road from half a dozen other similar cars.

Although slightly smaller overall than before, the car is roomier inside (one of the benefits of front-wheel drive) and offers ample space for up to five adults. The boot, too, is bigger and load space can be greatly extended by folding down the rear seat. A compact length of 13 feet makes the vehicle handy for tucking into tight parking spaces.

Three engines are used in

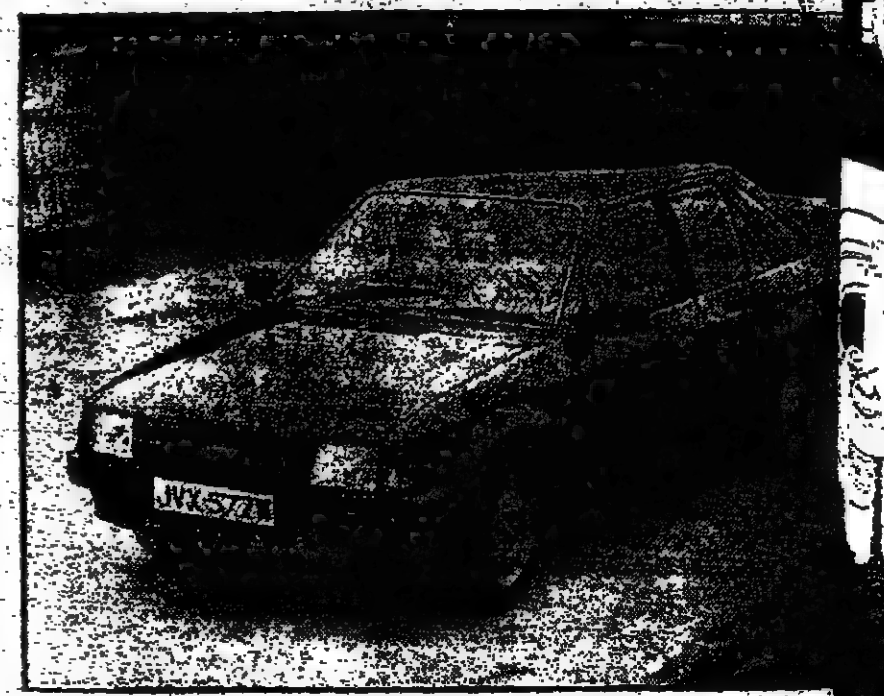
the new Escort range. They are a 1117cc overhead valve unit which comes in modified form, from the Fiesta, and 1295cc and 1596cc versions of the new Bridgend-built, overhead valve design with alloy cylinder head. Including the Bridgend engine plant, one of the most modern of its kind in Europe, the Escort project has cost Ford some £500m.

All three engines give lively performance and better fuel economy than the previous Escort units, though consumption is competitive for the class of car rather than setting any new standards. One of the best features of the car is its handling, taut and responsive, helped by good brakes, accurate steering and a typically crisp Ford gearbox. Even in its broad and butter versions, the new Escort has a sporting feel about it, though there is a special high performance version, the XR3, for the enthusiast.

The level of engine noise is somewhat high and another criticism concerns the ride which, independent rear suspension or not, is harsh and choppy over any but the blindest surfaces.

As on other recent models, Ford has been at pains to keep maintenance costs to a minimum and the servicing requirement is less than two hours in 11,000 miles driving. The new Escort is also claimed to be a difficult car to steal, with police lock-picking experts taking 20 times longer to break in than they did on rival cars.

There are three-door and five-door hatchback versions and an estate. Prices start at £3,374 for the basic three-door 1100, while the most expensive model is the 1600 Ghia five-door at £5,032. If Ford can convince fleet buyers that the new Escort is as reliable as conventional rear-wheel drive models, it looks to have another British winner.



Commercial Vehicles

Following on from this Special Report The Times is publishing tomorrow its 10 page Special Report on

Commercial Vehicles

Special Report

continued from page 1 open a factory in the United States and Ford in America, while publicly calling for a block on Japanese imports, has been talking to Toyota about assembling cars in its Detroit plants.

The longer-term American answer to the Japanese must be to build more smaller, economical cars. This has the important side advantage that one basic model can, for almost the

first time, serve both the American and European markets. The "world car" planned in Detroit but made in several continents, will become an increasing part of Ford and General Motors strategy.

For European manufacturers the twin threats of the Japanese and the Americans will mean a closing of the ranks, so that while the different brand names will continue to compete in the showrooms they will share common com-

ponents such as engines and gearboxes. Already many of the leading European car makers are linked, either by actual merger—as with the Peugeot-Citroën-Talbot group—or by joint production agreements.

The motor show, meanwhile, is an opportunity for the industry to put a brave face on things and display the new models that it hopes will eventually pull it out of the trough. Birmingham is fortunate in coinciding with the launch of BL's

Mini Metro: the new Ford Escort is still fresh in the mind; and at the other end of the spectrum is the first new Rolls-Royce saloon for 15 years, the Silver Spirit.

The show also features important models new to Britain, including the Fiat Panda, revised S class Mercedes, Talbot Targa, Renault Fuego, Lancia Trevi, Audi Quattro and, from Japan, an electric-powered version of the Daihatsu Charade. Several cars will reflect the growing trend

towards diesel and turbo-facilities that Birmingham charging, in some cases could provide.

Unfortunately the very ordered show, even people attend than the previous record, set at Earls Court. This happening again, partly by response emphatically vindicating the decision of the Society of new film hall and partly by Motor Manufacturers and spreading the car stands, charges are £5 on day and £2 thereafter.

Peter We

R-R changes discreet rather than radical

Designing a new Rolls-Royce is a delicate art of balancing tradition and innovation, and tradition usually wins. The new Silver Spirit is the first since the Silver Shadow was launched in 1965 but the changes have been discreet rather than radical, and Shadow owners will have no difficulty recognising the affinity.

Tradition begins with the naming of the new range. After the Silver Ghost, Dawn, Cloud and Shadow comes the Silver Spirit and, for the long wheelbase version, the Silver Spur. The Bentley model, identical apart from its radiator grille, is called the Mulliner. The straight-on the same floor pressing as the Bentley triumphs in the Le Mans 24-hour race.

The styling is also in the traditional mould: the design team began with the same floor pressing as the Shadow and the same aim of making a large, elegant, aerodynamic car. Aerodynamic considerations also came in for the lower drag factor for the lower fuel consumption.

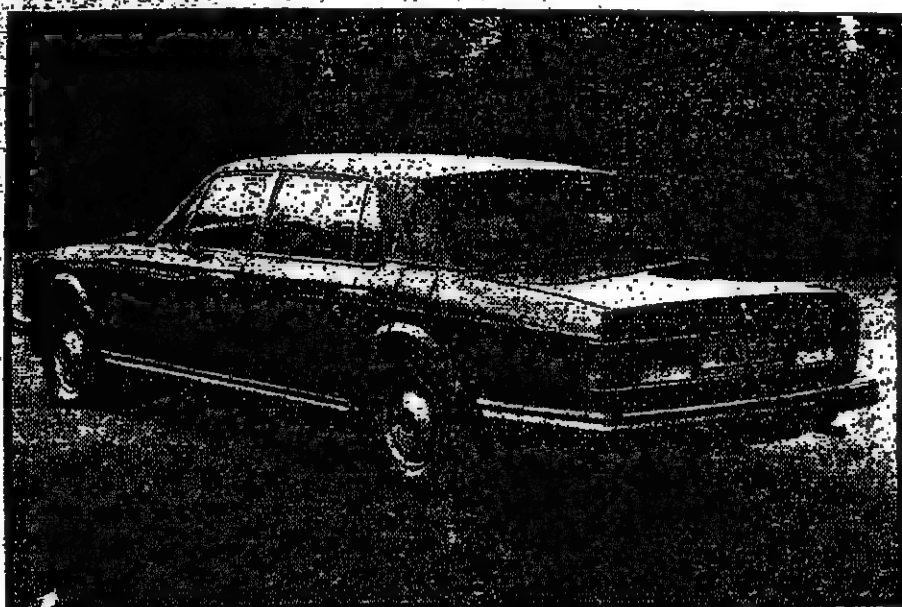
The result is a happy fusion of aesthetics and engineering expressed in the smoother lines, sharper rake of the windscreen, higher tail and horizontal headlamp treatment which emphasises the car's slightly lower head and to the feet.

What the new car does not do is make any concessions to the energy saving climate. It is not smaller, lighter or significantly less thirsty, and it can be argued that a vehicle more than 17 feet long returning only 12 to 15 miles to the gallon is irrelevant to the motoring conditions of the 1980s, which are largely determined by the need to save fuel.

Rolls-Royce has two answers. The first is that people who have £50,000 to buy a Silver Spirit are not going to worry about the cost of petrol; nor is an output of only 3,300 Rolls-Royces a year going significantly to deplete the world's energy reserves. The rationale of the Rolls is to provide the highest standard of craftsmanship to the select few who can still afford it.

The other answer is that Rolls-Royce has, for some time, been working on a smaller version of the engine and should have it ready in two or three years. There will be weight reductions, too, and a modified transmission with an over-drive fourth gear. In the longer term, there could be a smaller car and the Silver Spirit's bodyside will definitely not last as long as the Shadow's.

Meanwhile, the Silver Spirit looks more than capable of enhancing the Rolls-Royce reputation.



The Rolls-Royce Silver Spirit has a four-inch longer wheelbase to provide additional space in the rear compartment.

Catching up on the foreign models making their debut

If the star attractions are likely to be the Mini Metro and the Rolls-Royces, the motor show will also be a chance to catch up on the many new foreign models appearing in Britain for the first time. In this category come the latest offerings from Vauxhall and Talbot.

The German-built Vauxhall Viceroy is a large saloon which fits into the range between the Carlton and Royale. Five inches longer than the Carlton, but similar in styling, it is powered by a 2.5-litre six-cylinder engine and costs £7,854. The same car is being sold under the Opel badge as the Commodore: there are two models, with different levels of equipment, at £7,714 and £8,702.

Talbot is showing its new executive saloon, the Tagora, which looks like a stretched version of the Solara. To be made only in France, the Tagora is due to arrive in Britain in the spring and there will be a choice, eventually, of three engines. At first it will be offered with a 2.2-litre four-cylinder unit, but a 2.6-litre V6 and a 2.3-litre turbo-charged diesel engine will be available later. The car replaces the Two Litre and should improve Talbot's performance in this part of the market.

Those who think that the Silver Spirit is a little expensive may be attracted by the 500 SEL Mercedes, the top model in the revised S class range which goes on sale in Britain after the show. Mercedes sees the new S class as an exercise in "making the big car respectable": thanks to better aerodynamics and reductions in weight, the range is said to be 10 per cent more economical than before. Power units are two new V8 light alloy engines, of five litres and 3.8 litres, and the existing 2.8 litre twin overhead camshaft. Prices are from £15,300 to £23,900.

Audi is showing two models new to Britain, the four-wheel drive Quattro and the Coupé. The Quattro, which has been hailed as one of Europe's most exciting cars, is a luxury sporting car, four-seater powered by a 200bhp turbocharged 2.2 litre engine and has vivid performance. It will be

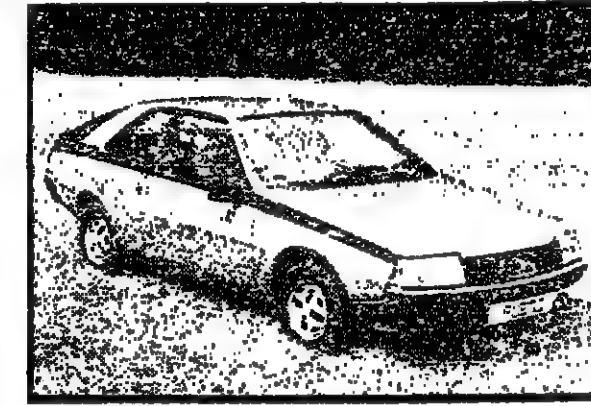
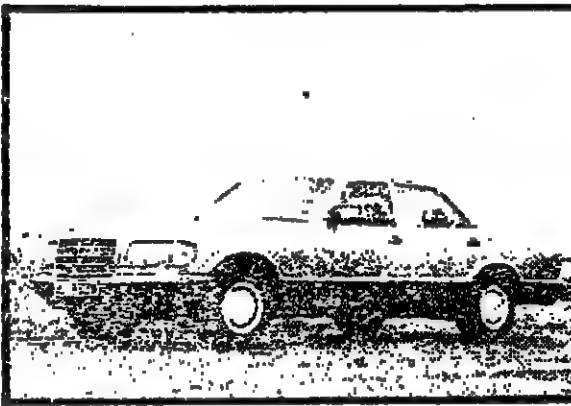
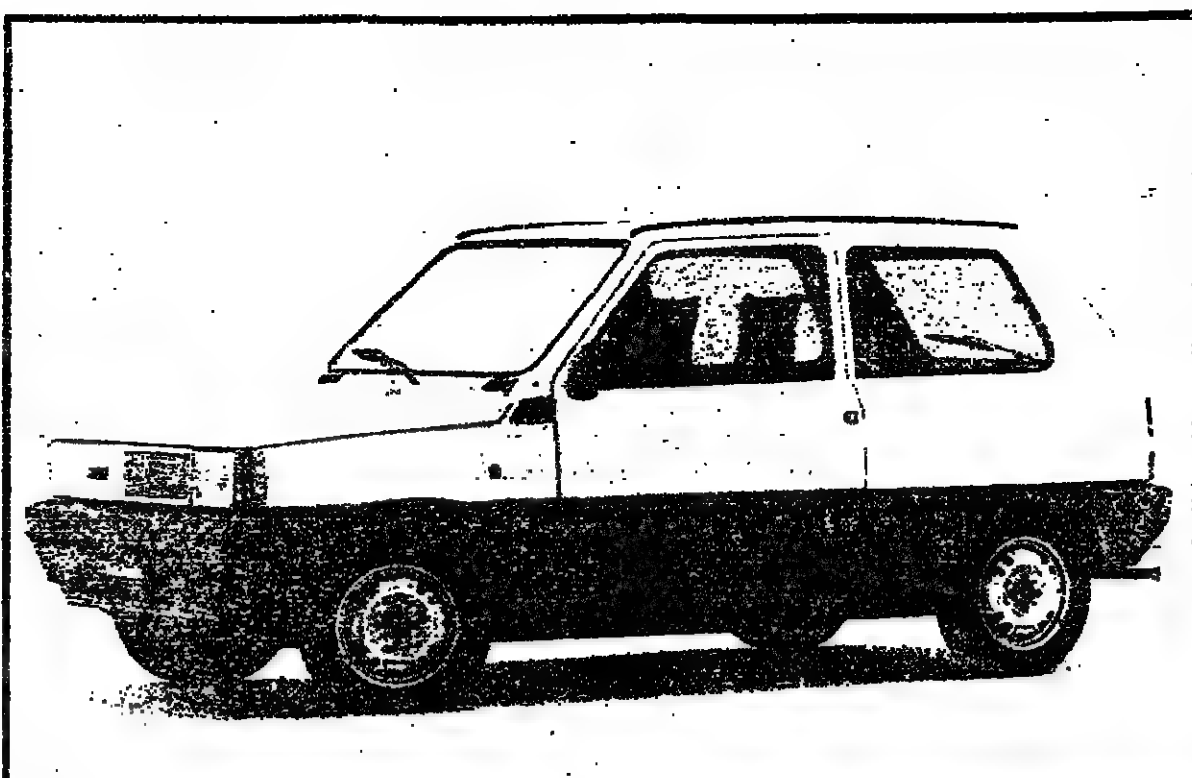
available in Britain next year, in left hand drive only, and is likely to cost around £15,000. The Coupé, which shares the Quattro's bodyside, has a 1.9-litre engine and is particularly good on economy and refinement. It, too, will be here next year.

Renault has its new coupé at Birmingham, the Fuego. Unusual for Renault in carrying a name (Spanish for "fire") rather than a number, the Fuego is the successor to the 15/17 series and based mechanically on the 18 saloon. There is a choice of 1597, 1647 and 1995cc engines and prices start at £4,489. The cars go on sale immediately after the show. Another Renault making its first appearance in Britain is the turbo-charged 18 which promises lusty performance and will be available next spring.

The main attraction on the Fiat stand is the little Panda. Styled by Giugiaro of Ital Design, and similar in size to the Metro, it is a practical, versatile car with seven different rear seat settings. Fitted with an economical 903cc engine, it has become the third best selling model in Italy after the Fiat 127 and Strada. The British launch may not be until well into 1981.

Another new car from the Fiat group is the Lancia Trevi, a four-door saloon with conventional three box styling, which is similar mechanically to the Beta range. It will be launched in Britain next year in 1600cc and two-litre versions and is said to have a spacious interior and a high level of equipment. Fiat also owns Ferrari, which has a new model at the show called the Mondial 3. Replacing the Dino 308 GT4, it has a bodyside designed by Pininfarina and is powered by the Ferrari three-litre eight-cylinder engine, newly fitted with fuel injection and electronic ignition.

After a gap of 15 years, Alfa Romeo is again offering a six-cylinder model. The Alfa 6 is being produced in fairly small numbers and aimed high up the market, at the British price of £11,500 suggests. The Alfa six-cylinder tradition stretches back to the 1920s: this one has a 2.5 litre engine, developing 160bhp, and has been well received on the Continent.



The new S class Mercedes-Benz. Right: the Renault Fuego GTS. Top: the Fiat Panda 45.

Saab is introducing to Britain the four-door version of its 900 hatchback. Three models are being offered, all with the lighter and more efficient H type engine. Prices range from £5,595 to £11,444 for the turbocharged version with automatic transmission. Also from Sweden, the big Volvo 200 series has been freshened up with styling changes designed to bring more elegance to the car's somewhat tank-like image.

The most interesting of the new Japanese models is an electric powered version of the little Daihatsu Charade. It is the first electric car to be sold in Britain since the home-built Entfield 8000 ceased production and has a range of just under 50 miles between charges. Available to special order only, its main appeal will be as a short-run city car.

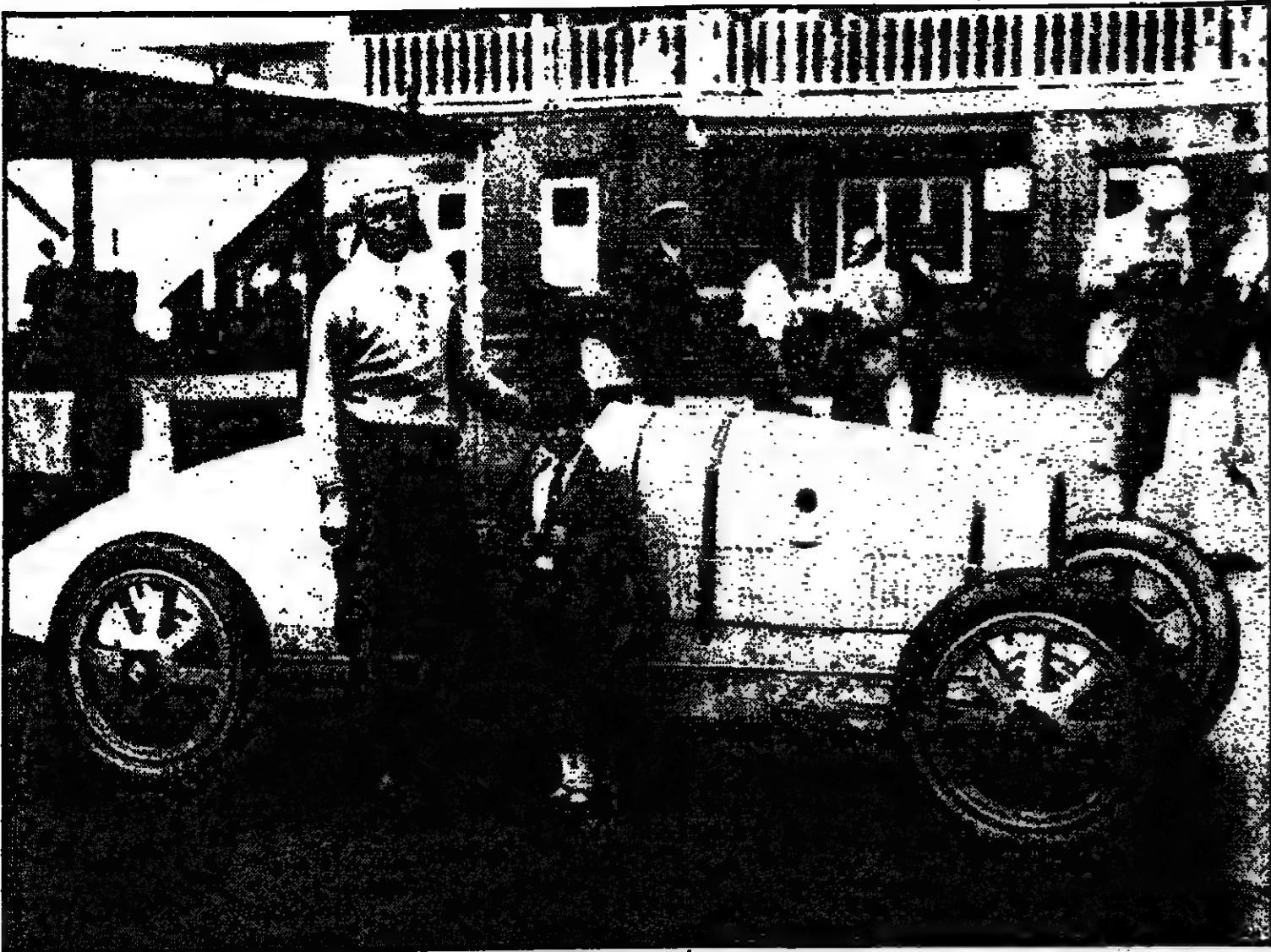
The new Mazda 323 hatchback has been strongly linked, in design terms, with the Ford Escort. Ford, after all, has a 25 per cent stake in the Mazda company. Toyo Kogyo, and is anxious to proclaim the Escort as a world car. Officially, however, any connection between the two models is being denied, similar as they are in size and concept. The Mazda offers a choice of 1100, 1300 and 1500cc engines, driving the front wheels, and goes on sale in Britain in March.

Galant and Sapporo model which use a new lightweight overhead camshaft engine of two litres. The Galant saloon is also available with the existing 1600cc unit while the two-door Sapporo has a five-speed gearbox as standard. Honda's new offering at the show is the Quintet, a five-door medium hatchback derived mechanically from the Prelude and Accord and using the same 1602cc engine driving the front wheels.

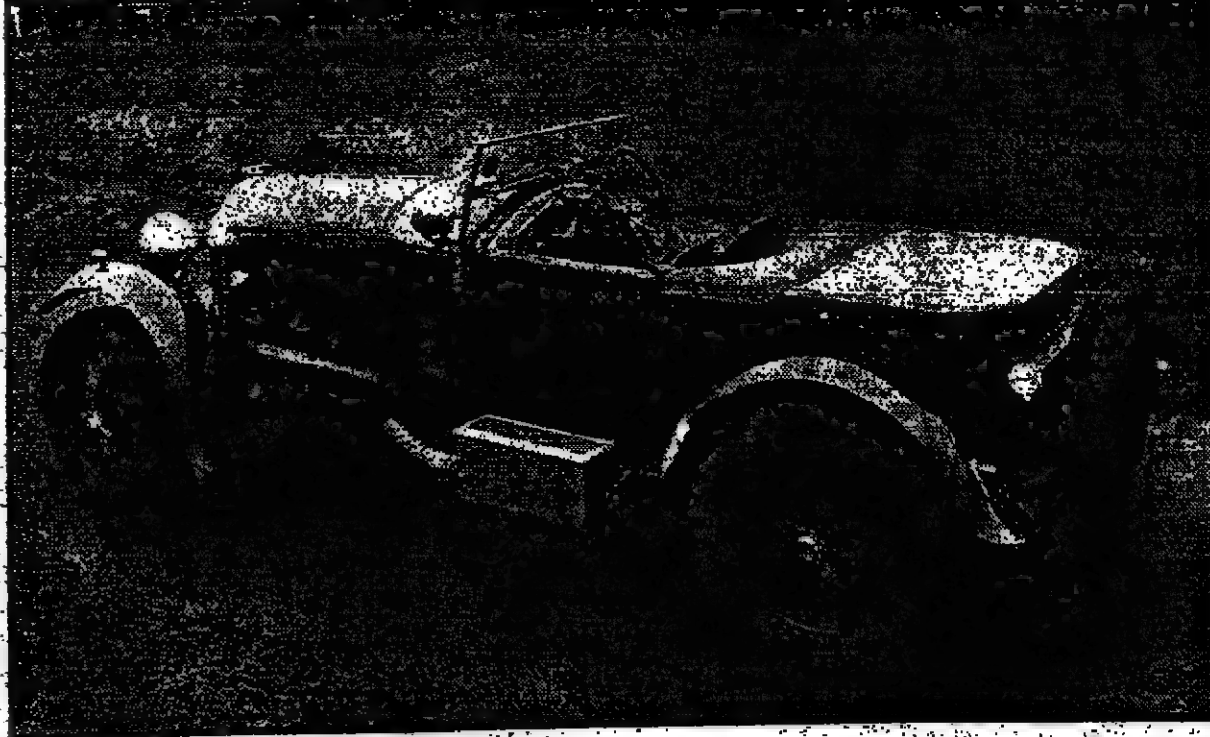
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Cars such as the Grand Prix Bugatti (left), photographed with Malcolm and Donald Campbell at Brooklands in 1927, and the vintage Bentley (right) began to soar in value about 20 years ago.



Bottom drops out of market for bangers

The soaring value of old cars, which began as a nine days wonder about 20 years ago, seems to be slowing rather faster than inflation. At the peak anything would fetch a high price provided it was old, but nowadays buyers are more discriminating and the rubbish does not sell at auctions any more.

Some months ago a Mercedes made more than £200,000, but it was in the United States and it was the right model with chrome outside exhausts and all the glamour that the Nazi party leaders liked. Even so one expert has commented that the 38/250 and later versions had a supercharger which when engaged made a lot of noise. This encouraged the inhabitants to imagine they were going faster even if it had a negligible effect on the performance.

There was some sour grapes about this, but it does make the valid point that all that glitters is not gold with ancient vehicles. Once upon a time we ran our cars until they were 'out of repair' or 'too expensive' to repair, when as often as not they were forgotten in a barn or dumped in a field.

Then came the golden age of the collectors of classic veterans (or vintage cars, and the race for riches was on. Long ago the owners of pre-1904 cars started the annual Brighton Run for what you must never call old crocks. At one time it was sponsored by a newspaper. Veteran cars are not practical transport but delicate devices which must be coaxed to Brighton once a year, and have not been so popular with 'investors' which means speculators, or pop stars as the later vintage vehicles, which ceased to be made in 1930.

The vintage vehicle can be (and was) driven every day until values shot up and they went into the cupboard, if not with the best china, at least on the same terms, for use on high days and holidays. Items like the Alvis Speed Twenty, which we used to buy for a £120 or so, are now worth — or more accurately sell for — thousands of pounds, although they do not go as well as the commercial traveller's Corvina.

The fad began with a group of 'young' men who founded the Vintage Sports Car Club in 1934 on the premise that no car fit for a gentleman to drive had been made since 1930. They objected to the bus-bodies of the day with small high-revving engines which they regarded as inferior to the 'slow' revving big engines of Bentleys and the like.

The 'Vintageists' went on enjoying themselves, and having their own races, until the post-war proliferation of money in hands, which did not know what to do with it, meant that the 'dodge' car became the fashionable thing for the pop stars and their hangers-on. Less than 20 years ago I bought a pre-war Rolls-Royce for £50 and a Bentley for £125, which were both worth a terrorist's ransom now.

Bentleys used to be worth £10 a litre (the smallest is a three-litre) but now £25 a litre. Like £13,000 a litre or more, and they are one of the marquis still holding in good price, along with the Rolls. There are almost 100 one-make clubs existing for the owners of machines of which you have probably never heard.

Christie's and Sotheby's have paused between diamonds and Persian carpets to sell old cars, although the bottom has rather fallen out of the auction sales now. They have tried them in Benetton, home of the National Motor Museum, in Holland, Geneva and the United States. But even though Mr. Patrick Lindsay, who runs Christie's, is one of the leading vintage racers, he admits that there is less money in selling a car which involves much portering and loading, than a diamond which a man can bring in his waistcoat pocket. The vintage and historic races still go on and people risk, prices, bedrooms in each event, although some

cars are accused of building new 'old' cars, and some racing drivers scaled off the grid when Stirling Moss appeared in one of those with a 'doubtful' pedigree. But the boom is not what it was, although a whole industry has grown up to supply clothes, old spare parts, battered upholstery, ancient carvings, ancient lamps and other 'gimmicks'.

Museums are proliferating, too, although the Schenck Brothers sent shock waves through the old car movement when they were exposed to the public. They ran a 'terrible' business in Alsace and had also collected about 1,000 old cars in purpose-built accommodation which their workers alleged came out of company funds. The company went bankrupt, the brothers fled to Switzerland, and now legal disputes are in progress.

The brothers tried to collect every surviving Bugatti, and there is a large number and, Bugatti owners dread the possibility that the French Government will flood the market with all these genuine articles and turn them overnight.

The old car boom, in addition to creating an industry, has brought into being sales of motoring literature (old car books), mascots, handbooks, badges, clothing, paintings, prints, and if people are growing tired of the whole thing a lot of fingers will be burnt. The proposal to tax all cars, whether they are used or not, has also put the cat among the pigeons in the old car world, even though vintage cars are promised exemption. Some countries ban old cars from the roads except on certain occasions, and that could happen in Britain, too. Is it the thin end of the red flag?

George Bishop



Parliament Square is as hard on brakes and clutches as Brands Hatch.

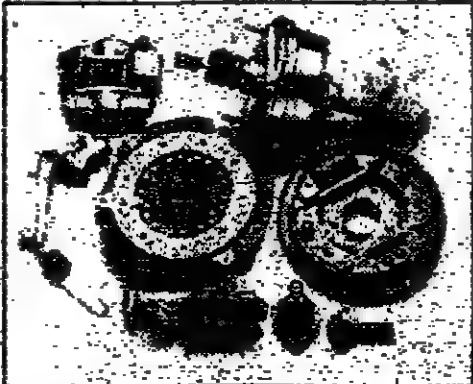
With today's roads getting more and more arduous, it is not surprising that people are demanding more of the clutches and brakes they use.

That's why many major British and European manufacturers fit Borg & Beck clutches and Lockheed brakes.

Because they've been proved time and time again on the world's Grand Prix circuits.

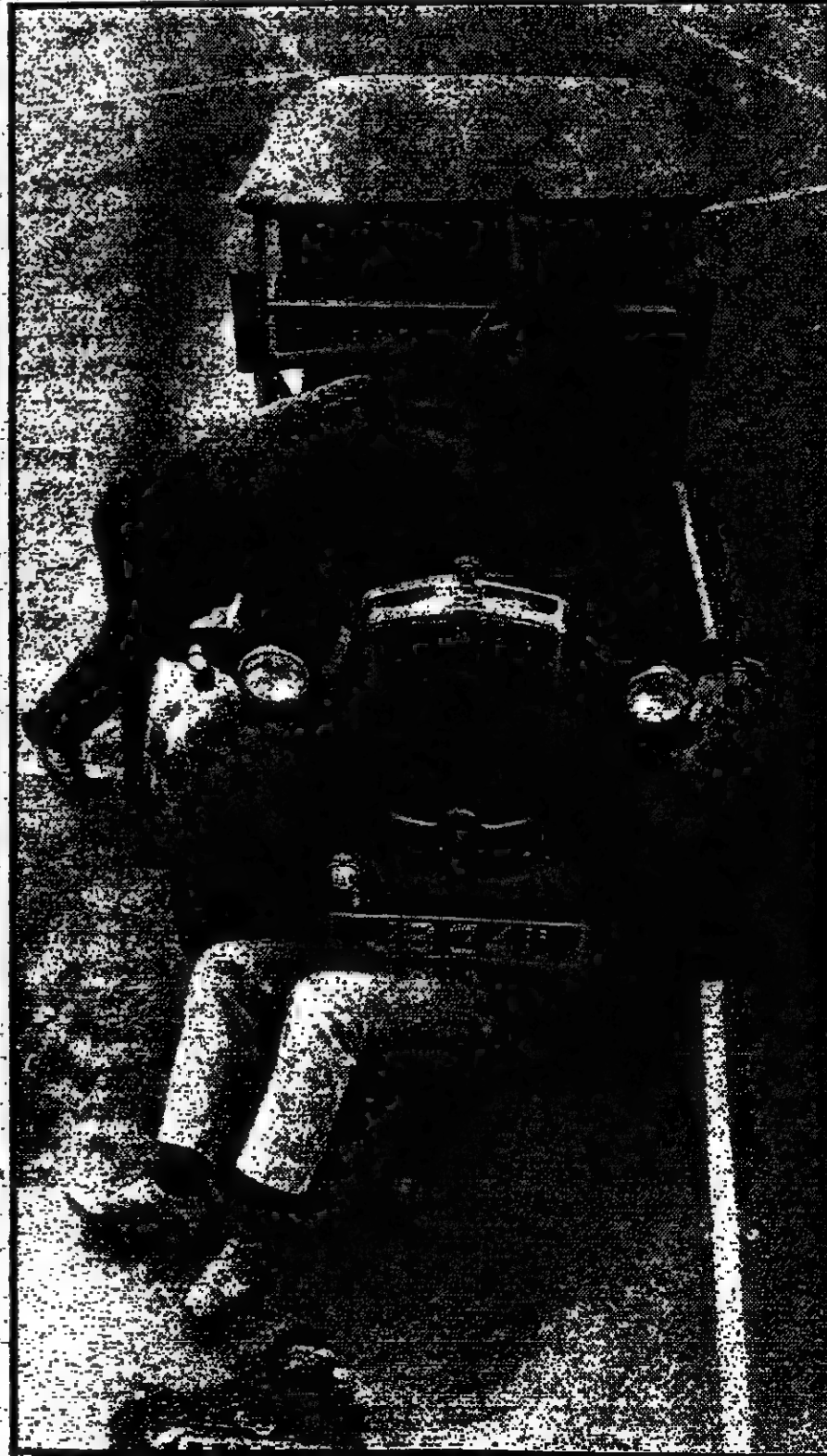
In fact more Grand Prix races are won on Borg & Beck and Lockheed than anything else.

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A picture that recalls the words of a popular music-hall song of the early days of motoring: "Get out and get under."

The Fuel

Peugeot 604

"See the 604 D-turbo and its unique engine on the Peugeot stand at the Motor Show!"



46mpg

D-turbo

The luxury car for the eighties. Fuel consumption in the forties.

The New 604D-turbo

Announcing the new Peugeot 604D-turbo. The first turbo-charged diesel production car available in Britain. Never before has a luxury car blended the comfort of a limousine with today's economical needs and with tomorrow's ecological demands. Consider these important advantages.

Economy

When has a luxury saloon car ever been able to offer fuel consumption up to 46.3 mpg? (Just compare that with the Mini at 48.5mpg). And around town in traffic, the D-turbo returns an incredible 29.4 mpg against 16.2 mpg* of the aerodynamic Rover 3500.

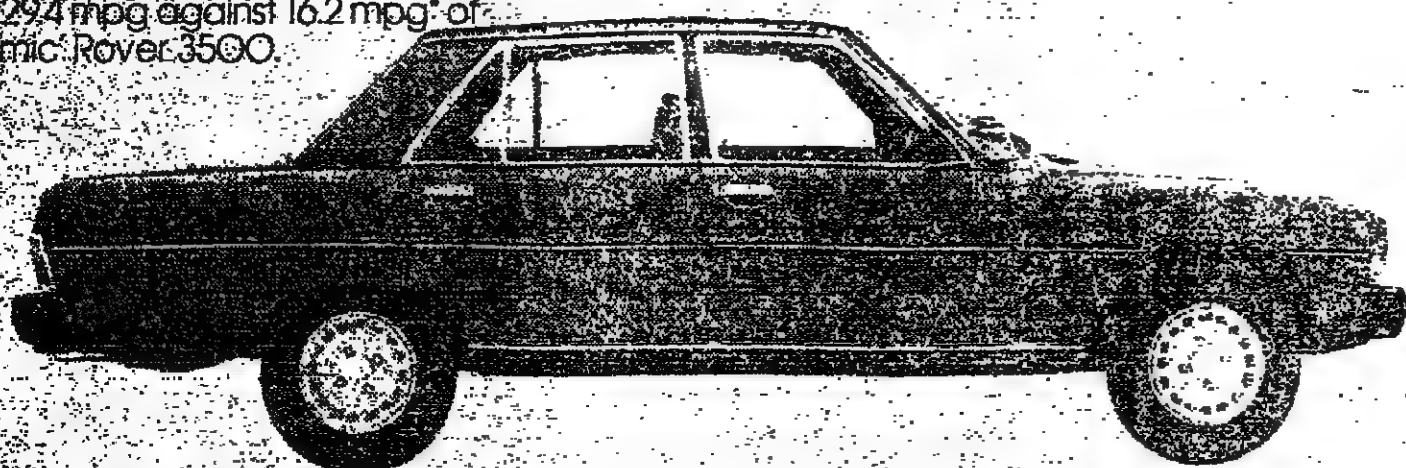
In addition to the astonishing fuel savings, the 604 D-turbo offers many other distinct advantages. The 2304 cc diesel engine has already been well proven by Peugeot and has strength and durability engineered into it. Fewer electrical components result in easier servicing and the nature and construction of the diesel engine ensures easy starting in all weather conditions.

Performance

On the motorway, the 604 D-turbo offers you cruising speeds you would expect from a luxury saloon in this class, quietly, comfortably. And on the Continent high speed autobahn motoring is smooth and effortless.

Luxury

The 604 D-turbo boasts an extremely high level of standard features, push-button electrically-operated sunroof and windows, all-round tinted glass, centralised pneumatic locking (which even closes the windows and sunroof automatically), responsive power assisted steering, 5-speed gearbox, thick plush-pile carpet and rich velour upholstery. The Peugeot 604 D-turbo combines luxury performance and style with a standard of economy never before witnessed in a luxury car. Why not contact one of the 265 nationwide Peugeot dealers to arrange a test drive.



*D-turbo Fuel Consumption

46.3 mpg (16.1/100 km) at 75 mph (120 km/h)
39.8 mpg (18.1/100 km) at 50 mph (80 km/h)
29.4 mpg (19.1/100 km) on urban cycle

Rover 3500

16.2 mpg (17.1/100 km) on urban cycle
18.1 mpg (15.5/100 km) at 50 mph (80 km/h)
20.4 mpg (14.1/100 km) on urban cycle

Peugeot 604 D-turbo

16.2 mpg (17.1/100 km) on urban cycle
18.1 mpg (15.5/100 km) at 50 mph (80 km/h)
20.4 mpg (14.1/100 km) on urban cycle

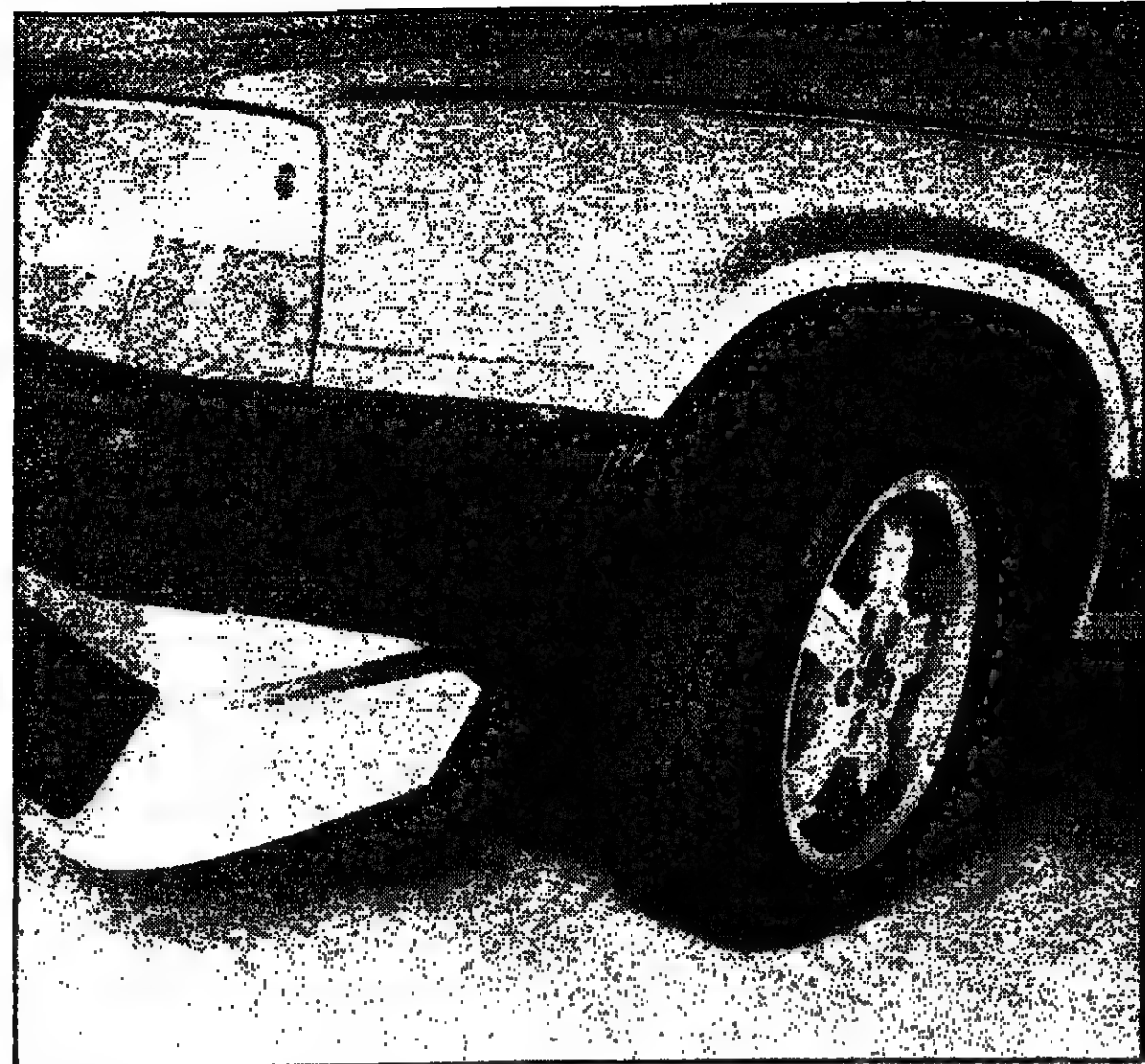
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A Volvo equipped with Pirelli 8 tyres, which are said to give better performance than steel-belted radials.

Radial tyres' greater mileage reduces production

The decline in Britain's tyre industry began in the early 1970s and has since been gathering pace, as a few statistics reveal. In 1973, a total of 9,103,000 cars and light van tyres was supplied to the British motor industry to fit as original equipment. This year, if forecasts are borne out in practice, original equipment sales will be about 6,450,000—fewer than 2,553,000 then in 1973.

In the same period, despite a rise in the national car population from 14,700,000 to 16 million, replacement tyre sales fell from 21,551,000 to a forecast 18,500,000 this year. Original equipment sales fell in step with the motor industry's decline. Replacement sales fell largely because the crossply tyre, which sold in equal numbers in the radial ply tyre in 1973, now accounts for a mere 14 or 15 per cent. (In original equipment, the crossply tyre has disappeared.) Whereas crossply tyres lasted for between 15,000 and 25,000 miles, thus assuring buoyant demand for replacements, the increasingly popular steel-belted radial tyre gives double this mileage or more.

For some years the British tyre makers (Avon, Dunlop, Firestone, Goodyear, Michelin, Pirelli and Uniroyal, and their associated brands) hoped the British motor industry would recover its strength and need the tyres they had extensively equipped themselves to produce. It did not. In the past two years, somewhat helplessly in the view of many observers, the industry has decided to cut its production capacity to match foreseeable demand.

Dunlop's plant at Speke, Liverpool, was the first to go. Goodyear closed its Glasgow factory soon afterwards. Firestone followed suit at Brentford and more recently, shut its other British plant at Wrexham. There have been tyre plant closures by the other manufacturers. As a result, the United Kingdom's tyre industry has reduced its production capacity by about 20 per cent. It hopes that this

contraction, aided by rationalization of production and a drive for greater efficiency, will restore it to health in the 1980s, although the going will remain difficult. Imports of tyres have also been a problem for the British industry although it is important to differentiate between the two kinds. There are imports from overseas factories of the same multinational manufacturers which produce tyres in Britain (Firestone, Goodyear and Michelin, for example) and those from other sources—mainly from low-wage economies in Eastern Europe and, to a lesser extent, in the Far East. Many of these products have been established with the help of the multinationals, which gladly sold the necessary technology in the palm days of the 1960s when it seemed that the motorizing expansion would go on for ever.

It is difficult to establish what proportion of original and replacement tyres bought in Britain come from the overseas factories of British (that is multinational) makers. In car sales it is quite small, probably no more than 5 per cent, although it is rising. In the big earthmover tyres, each of which can cost more than £25,000, the proportion is thought to be much higher—perhaps as high as 30 per cent by value.

As the United Kingdom's industry rationalizes production, some sales of tyres will no longer be made in the country at all but supplies will be brought in from various EEC countries. By the same token, sales popular in Britain but less in demand on the Continent will come exclusively from Britain. So the tyre industry is at least as internationalized as the car industry.

What really concerns the British-based tyre makers is the growth in imports from countries and companies with which they are not associated. From Yugoslavia, Hungary, East Germany, Czechoslovakia, Taiwan and South Korea. These account for about one quarter of all replacement sales in size 13s, Japanese tyre imports are so small as to be irrelevant in car sales, but worryingly greater in the larger sizes for lorries and, especially, earthmoving machinery. This year the tyre makers won a victory when it was held that many of the cheap imports of crossply and fabric-belted radial ply tyres from the Eastern block were being dumped. The industry is keeping an eye on the rising level of imports of modern steel-belted radial tyres from these countries.

Tyre technology continues to advance and has been, if indirectly, partly responsible for the predicament the industry has found itself in. The steel-belted radial ply tyre which has transformed the handling and roadholding of the modern car, compared with those of the 1960s, wears out very slowly. It frequently outlasts the first ownership of the car. If the industry had been able to get a good price from the car makers for original equipment supplies, and from the retail market for replacements, all would have been well. But overproduction led to the inevitable buyer's market, high discounts and lack of profit.

The latest trends offer little comfort. The car tyre (and to a lesser extent the lorry tyre) is getting fatter. The 70 series tyre (which has a cross section 70 per cent as high as it is wide) was once called "low profile" to distinguish it from the 80 or 82 series tyre. But 70 series tyres are commonplace on all but the cheapest cars, and the use of very low profile tyres of 65, 60 and even lower section heights is growing.

These squat, fat tyres give standards of steering response, road grip and cornering which only racing drivers could have known about in years gone by. Pirelli was the first to sell fat tyres with its P6 and P7; Michelin was close behind with the TRX, followed more recently by Goodyear (the NCT), Firestone (the S-660) and Dunlop (the D3 and others). Quite apart from all their performance benefits, they outweigh more conventional tyres. At present, demand is, if anything, ahead of supply and

good prices are being obtained by the makers. They hope it will continue. The energy saving tyre, also pioneered by Pirelli with its P6, reduces fuel consumption by about 4 per cent, because it reduces rolling resistance by 20 per cent compared with a conventional steel-belted radial tyre. There will be many others, Michelin, which led the way with the steel-belted radial tyre, which is much less energy absorbing than a crossply, cannot be far behind.

The runflat tyre, which allows continued mobility for 100 or more miles after loss of air, has been a great disappointment. Dunlop thought it had a world-beater with its Denovo, but in the eight years since it was launched only BL has shown any real enthusiasm (and that, in world car industry terms, is not much of a recommendation). Dunlop continues to hint that the breakthrough is around the corner. The rest of the industry is openly sceptical.

For the near future the industry is pinning its hopes on a change in tyre safety regulations to bring Britain into line with the Continent and outlaw what it calls the "legal but lethal" tyre. This is a tyre which has at least 1mm of pattern depth remaining over 75 per cent of its tread but has completely bald outer edges.

The edges, or shoulders, do most of the work when a car is cornered. On wet roads they cannot disperse water and will skid, leading to loss of control. The tyre makers and the National Tyre Distributors Association are urging the Government to bring Britain into line and demand 1mm (and, it is hoped, more) pattern depth left over the entire tread width not just three quarters of it.

The tyre makers argue that it would improve road safety. It would, of course, also sell a lot of tyres. So far, the Government has been unimpressed, fending off the industry's urgings by saying it has no desire to increase the costs of motorists more than strictly necessary.

Stuart Hayes

Behind the accessory and component shop in the High Street there is a complex supply-line and a struggle by manufacturers to establish themselves in the retail trade, as an insurance against the uncertainties of the original equipment market.

Fifty years ago products including mirrors, foot muffs, brake shoes and sparking plugs were often delivered direct from the factory to the bicycle-motor accessory shop and to the garage. Several manufacturers would like to see this form of distribution revived, if only to give them a more worthwhile return on the product they have designed and produced, rather than have it pass through one or two hands before being resold at perhaps more than double the ex-factory price.

Distribution direct to individual shops is clearly outmoded on economic grounds, but there are other ways that manufacturers can have a direct stake in the High Street. In the past months Lucas Electrical, Associated Engineering and GKN have each made a move in this direction.

Lucas has the most ambitious programme with 30 Autocentres scheduled to open in the next two years, and several already on business selling, in supermarket fashion, not only all Lucas parts (and this includes Girling) but other brands of components needed by the do-it-yourself motorist. These Lucas Autocentres include a servicing section specializing in tuning and checks on brakes, steering and suspension.

The Associated Engineering Group has formed a new subsidiary, Motoparts, which is to market (although not necessarily retail) parts, accessories and car care products from their own and other sources.

GKN, which already has GKN Spas, cash-and-carry trade supermarkets as part of its GKN Autoparts division, is planning to form a voluntary consortium of High Street accessory and component shops some of which will be the Autoclinic shops already operated by GKN Spas; most will continue to trade under their original names but with a common identifying banner: DIY Motor Store.

There will be other promotional aids supplied and, presumably, an understanding that goods will be bought from GKN Spas which is just one of several trade supermarkets from which many independent High Street accessory shops buy their stock on a cash-and-carry basis. They are confined strictly to the motor and, while they are a comparatively new market, they are welcomed by the manufacturer, with one reservation, and by the "little man" who has no delivery problems and good degrees of control over his stock.

Among leading trade cash-and-carrys, the big names are Maccess (allied to Bournemouth), Gor (a Home Counties firm that can supply motor sport equipment in addition to accessories and parts, and Monza which is associated with Brown Brothers, one of the longest established and successful distributors of motorizing equipment in the United Kingdom).

The reservation accessory parts manufacturers have on cash-and-carry trade supermarkets is that if any significant amalgamation takes place in the future to create a near-monopoly in the component industry, mainly in seasonal products, they could find themselves being cut down on price to much the same way as the competitiveness of the original equipment market has enabled car manufacturers to reduce the

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component supplier's margin to a point where it is now the aftermarket business to which they turn for survival, particularly at times of recession.

Motor manufacturers are keeping their stocks of components and add-on accessories low while still relying on the component industry to meet the demand when they call for supplies. Deliveries of original equipment are as much as 20 per cent lower than a year ago but the demand from the retail outlets for replacement parts has not suffered to such an extent, although non-essential items in the accessory market are only now beginning to show a slight rise, mainly in seasonal products.

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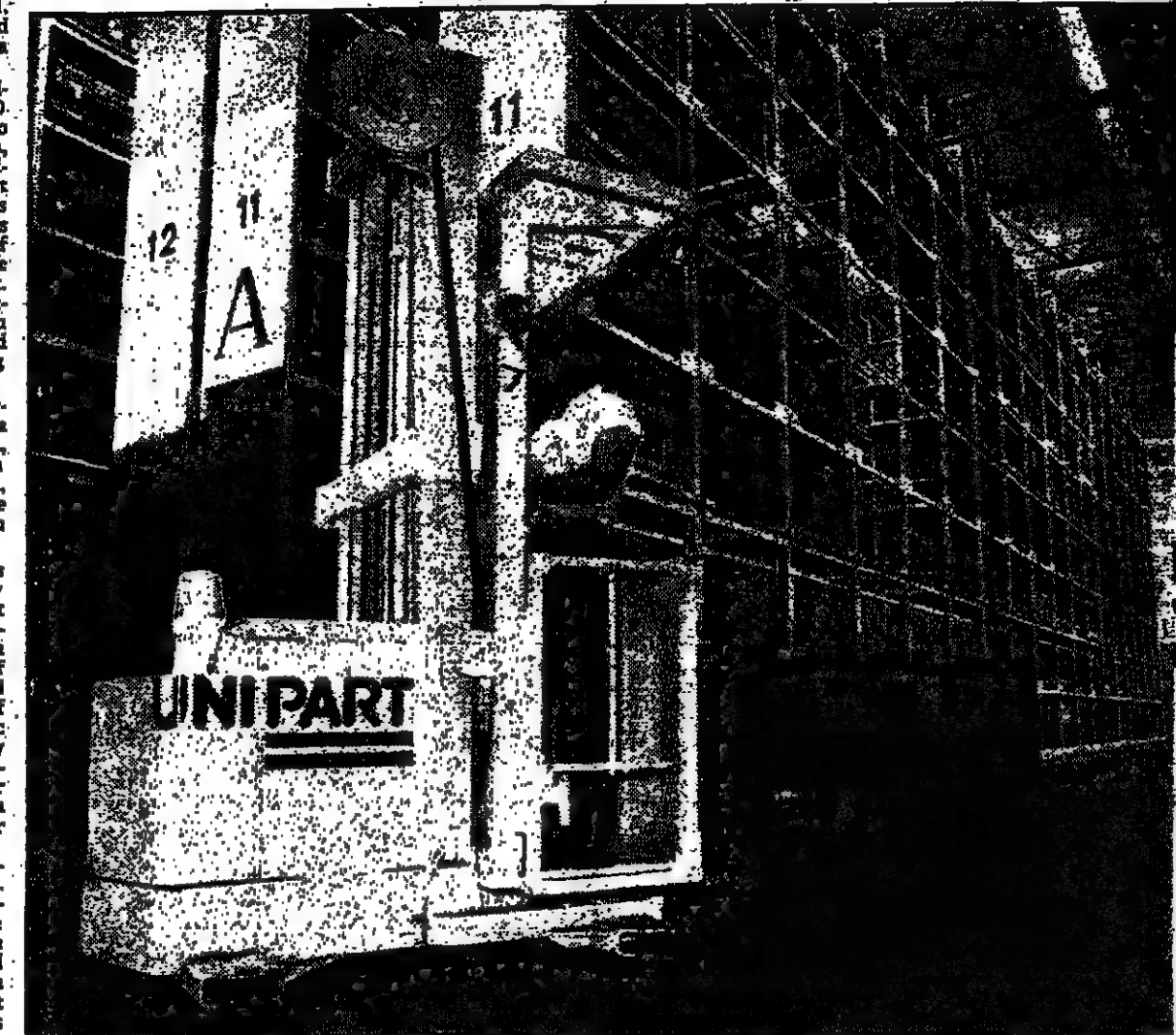
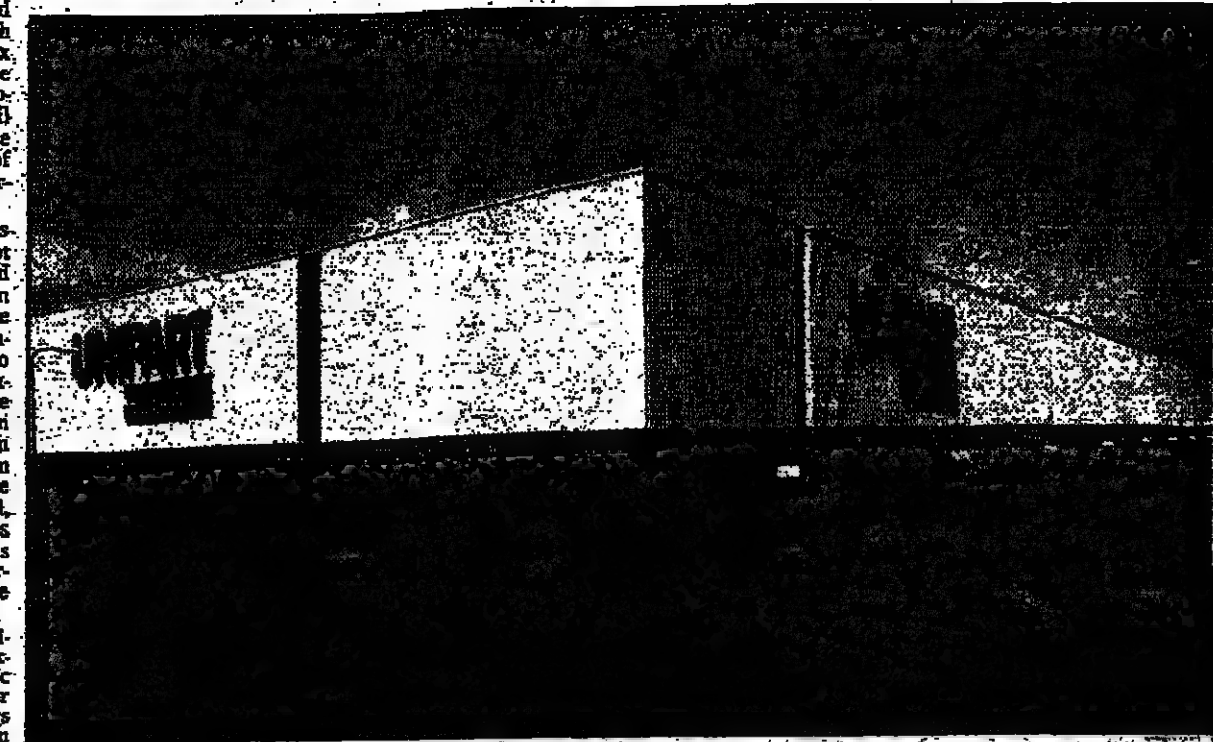
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Makers of parts try to penetrate retail trade



Uni part, manufacturers of motor accessories and components, recently opened a £10m complex, Baginton, at Coventry. Above: inside the warehouse; top: an exterior view of the plant.

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Reducing hi-fi noise pollution inside the car

There have been two outstanding developments in hi-fi car equipment during the past 12 months. One is the automatic sound level control system, known by the initials ASLC, which Hitachi introduced early in the year and the other is the Philips micro-computer controlled AC990 combined radio/cassette player launched on the United Kingdom market this autumn.

The Hitachi ASLC is available either as an add-on unit for connection to existing radios, in which case it is known as the DU10, or incorporated into its CEK303X combination unit. The object of the device is to eliminate the need for adjustment of the volume control during a journey of varying speeds by reducing or increasing the sound from the receiver in relation to ambient noise generated by the wind, road or engine.

This means, for instance, that after travelling at speed on a motorway,

volume is progressively decreased as the car slows on the exit road, thereby avoiding the blare of sound that normally results and the need to adjust the volume control. The converse is also true. As a car accelerates, so the volume is increased to compensate for the rise in noise but the changes are made progressively and with slight delay to avoid fluctuations that could confuse a listener.

The ASLC system has been tried and not found wanting. *Modus operandi* is to adjust the receiver to an acceptable volume level before starting, then leave it to take care of itself. It has two controls labelled "contrast" and "gradient" which regulate sensitivity and the ratio of volume to ambient sound which, once set, can remain untouched.

The Philips MCC AC990 unit, originally released for the German market last autumn and now available in the United Kingdom with retail supplies becoming available to coincide with

the motor show, has taken Philips to the top of hi-fi car entertainment.

This set, made to match the dimensions of the smaller DIN standard, is a remarkable example of technical ingenuity as not an atom of space inside the compact exterior case has been neglected, which says much for the capability of Philips' production methods.

Users of FM receivers in cars will be familiar with the problems of reception and the need frequently to retune if a specific programme is to be followed when making a cross-country journey. Most FM listeners accept this penalty in exchange for the higher standard of fidelity and the absence of external interference, as well as the ability to hear programmes in stereo, which are featured on FM reception, but curse when having to retune.

objections. It does so by employing an electronic memory which can accept up to 70 frequencies used by transmitters on the FM, medium, long and short wavebands, coupled with automatic search and variable speed manual tuning.

To eliminate the retuning problem on FM there are six "P" for programme buttons, each of which will store 10 frequencies in the memory, making 60 in all, the remaining 10 being handled by a Memorlock system, the electronic equivalent of Philips' mechanical Tunolock preset tuning method, which also serves as a waveband switch and has a capacity for three more FM stations, two on medium waves, four on the long waveband and one on short waves.

The intention is that Radio 1 and 2 frequencies should be stored on one button, say P1; Radio 3 on button three and Radio 4 on button four, the remaining three being available for other transmitter chains as

encountered in Germany and other overseas countries. Specific local broadcasting stations, like LBC and Capital Radio in London, BBC5 in Birmingham or Radio 4 in the East Coast around Hull, can be stored using the Memorlock on either FM or the medium band, and so are available at the touch of the button.

As an example it will be assumed that the three BBC national networks have been programmed on the appropriate buttons. When starting on a long journey and wishing to have continuous reception of Radio 2 it is necessary only to press button P1. Thereafter, as the car moves across country, the radio will automatically self-tune to the strongest station transmitting that programme without any manual intervention, so the need for retuning is circumvented. The same applies to Radios 3 and 4.

Most frequency changes between one station and another are imperceptible except when there is a marked difference between volume levels beyond the capability of the automatic gain control. Each new frequency, as it occurs, is shown for about three seconds on a digital display, after which the display is an indication of the programme button in use. Unfortunately, for the curious, the frequency display is too short-lived to be monitored constantly by a driver whose attention must be concentrated on the road, not that this is necessary in normal usage.

To check the self-tuning ability, a Ford Cortina fitted with the AC990 was taken on a 500-mile round trip from London travelling by the A5 and M5 to the Pennines on the M62 A63 to Hull and back to London on the A1. The receiver performed most satisfactorily and all three BBC programmes remained on tap over the entire distance.

The Fenny Stratford-Towcester sector is notorious for difficult FM reception as three or more transmitters overlap in this area and the user with a manually tuned set has repeatedly to return to maintain reception but the Philips unit, which is twice that of the Philips AC990, is the Blaupunkt Berlin. While the Berlin lacks self-tuning and a digital display it does have an LED station indicator, separate bass and treble controls and other attributes of a first-class hi-fi outfit, coupled with 18 watts output from each of its four-channel amplifier.

Furthermore, it also incorporates an ambient noise level sensor called SALS which is an equivalent to the Hitachi ASLC, as well as an auto-reverse tape deck equipped with Dolby and a switch for handling metal tapes. The Berlin is a three unit set. The controls are mounted on a stalk so that they can be placed within easy reach of a driver, while the tape section with associated controls is built as an in-dash unit. The amplifier, of the slave type, overlooked nor should the

quality of the reproduced sound.

One other notable combination unit introduced during the year and carrying a price tag in excess of £500, which is twice that of the Philips AC990, is the Blaupunkt Berlin. While the Berlin lacks self-tuning and a digital display it does have an LED station indicator, separate bass and treble controls and other attributes of a first-class hi-fi outfit, coupled with 18 watts output from each of its four-channel amplifier.

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its own, is intended to be mounted out of sight.

While the three unit mentioned, represent the most notable development to reach fruition during the past year, steady progress has also been made in graphic equalizers which are rapidly becoming a popular adjunct to existing equipment. Equalizers must be used in conjunction with high-power speakers capable of handling their elevated outputs without overload.

There are many speaker models available. Pioneer is showing an interesting new rear shelf design at the motor show in which sound from a woofer is projected upwards for forward reflection by the rear screen while a vertically mounted tweeter integral with the woofer distributes high-frequency sound in a horizontal plane directly at the occupants. The idea being that this form of sound distribution improves the stereo image.

Eric Coushier

مذاهب اسلام

IT LOOKS EXPENSIVE. BUT YOU KNOW WHAT LOOKS CAN BE.



Take a look at Saab's new saloon, the Saab 900 Sedan. Take a look at its elegant smooth lines. Pretty sleek, isn't it?

It must be pretty obvious, even at first glance, that our European competitors, and even our dear Swedish neighbours have got a real fight on their hands.

In the past, they may have had it all their own way, in what most people call the 'executive-car' class. But now with this new Sedan, we think they'll be completely outclassed.

It's not just the outer styling that looks luxurious. Inside smacks of luxury too, with new plush velour upholstery in some very swish colours.

Slip into the driving position and you'll find we've slipped in something that you only find in one or two of the world's most expensive cars.

A heated seat, to warm you up on a cold morning. (In our GLE and Turbo models the front passenger also enjoys this added luxury.)

As for the rear seats, we suggest you test them like you do a super settee. After all, they're made by one of Sweden's top furniture makers. So really sink into them, and enjoy the soft comfort of their cushions.

When you study their width and consider the amount of leg room the Sedan offers you, you'll soon realise how easy it is to send 3 back-seat drivers comfortably off into the land of nod.

One other thing which may surprise you about the back seat is that it folds down to give the boot a lot of extra feet. So you won't have to leg it

around searching for a roof rack, when you have a long load on your mind.

Of course, if you're really thinking of travelling fully loaded or towing a caravan, then it's doubly reassuring to know that, when you put your toe down, you've got 108 horse power and twin carburettors under your bonnet. Something which could get Volvo 244DL owners with their single carburettor really stamping their feet.

They may also kick themselves when they get their hands on the steering wheel, and find the Sedan has the expensive feature of power steering included in the price.

We're not talking about our GLE model that has a five speed gearbox and fuel injection. Nor are we talking about our Turbo model that has a top speed of over 120 m.p.h.

We're talking about the basic Sedan, the GLS. And as you've already gathered, the basic Sedan has far more expensive features than a lot of far more expensive saloon cars.

Which now brings us to the one thing that will really shock you. The price of the Sedan GLS is only £6,595 (including VAT and Car Tax).

Now do you believe the saying, that looks can be deceptive?

SAAB

THE NEW SAAB 900 SEDAN
MORE THAN JUST ANOTHER SALOON

THE SAAB 900 SEDAN RANGE: 900 GLS, 4 speed gearbox, power steering, heated driver's seat, twin carburettors - £6,595. Optional extras include: Sunroof, Automatic Gearbox, Metallic paint. 900 GLE, 5 speed gearbox, fuel injection, power steering, electric front windows, sunroof, stereo cassette/radio, electric aerial, heated driver and front passenger seat, Pirelli P8 tyres, rear seat head rests, solid or metallic paint - £9,043. Optional extra: Automatic Gearbox. 900 Turbo, specification as 900 GLE except for alloy wheels, TRX tyres, electrically adjustable door mirrors - £11,176. Optional extra: Automatic Gearbox. Prices correct at time of going to press, include VAT and Car Tax. Delivery and number plates extra.

SAAB (UK) Limited, Fieldhouse Lane, Marlow, Bucks. SL7 1LY. Tel: Marlow (06284) 6977. SAAB Export Enquiries: - Tel: 01-491 2505. SAAB Fleet Enquiries: - Tel: Marlow (06284) 6977

Turning to turbos: exhaust provides a cheaper charge

Against a background of intense international competition for a dwindling world market, and at a time of high inflation and need for energy conservation, the most significant technical development within the motor industry during 1980 has been the emergence of a fairly large scale of turbo-charged engines for passenger cars.

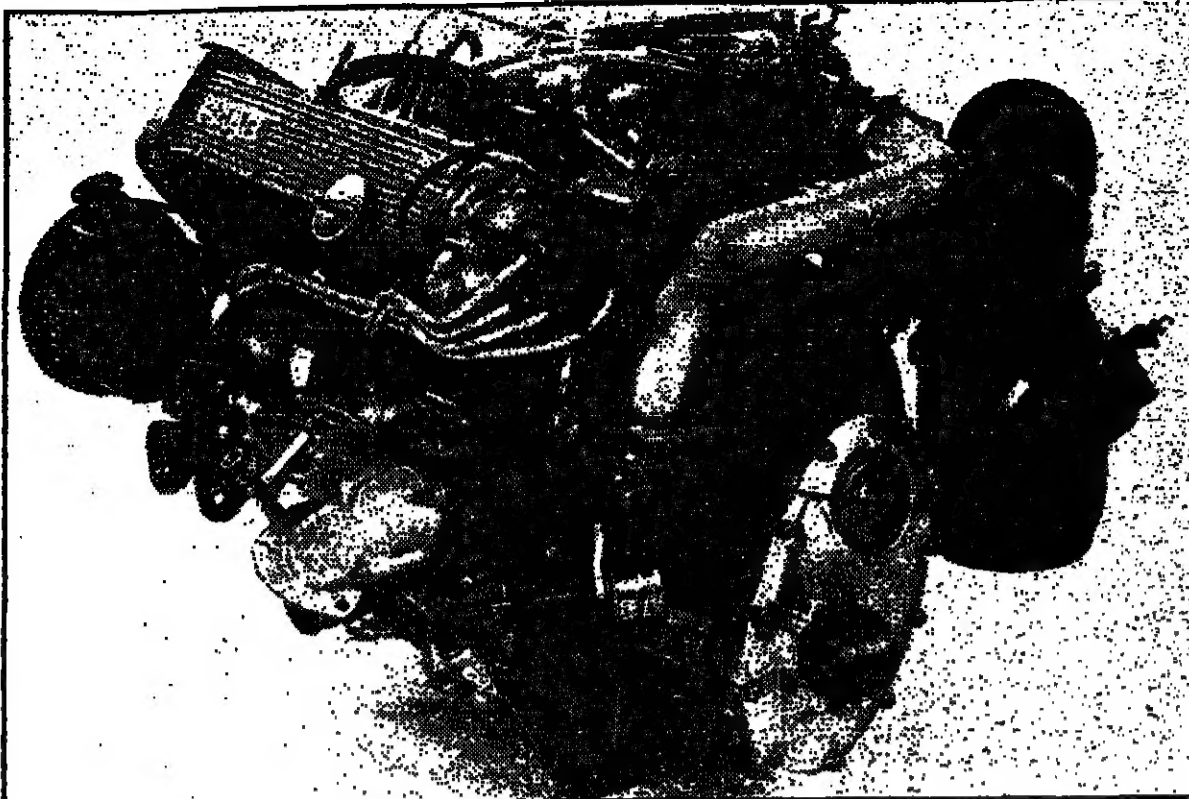
In the minds of many people, turbocharging is synonymous with supercharging, which means higher performance, which in turn can mean only the use (and for "use" read "waste") of yet more fuel. So why so much interest in the turbo-charger?

The answer is that, designed and used intelligently, a turbocharged engine can provide more economical than a naturally aspirated one offering a similar level of performance, and furthermore can be "cleaner" in terms of exhaust emissions an increasingly important consideration, not only in the United States, but also in other world markets.

There is also another important factor in favour of the turbocharger. Consider the case of a car manufacturer whose main market penetration is in the two-litre class, but who is also about to produce a prestige range consisting of larger and heavier cars which have a power requirement of about 50 per cent more than the mainstream models.

The traditional solution would be to develop a new engine for the top range, probably a six-cylinder version of the company's four-cylinder, two-litre, power unit, giving a displacement of three litres. But such an engine would be too heavy and too bulky for use in the smaller models (unless they had been designed to take the "six" in the first place, which is most unlikely). This means that the vast development and manufacturing costs of the larger engine would have to be amortized solely within the larger car range, at the size of this market is severely restricted the cost penalty per unit would be prohibitive.

The alternative is to turbo-charge the two-litre, four-cylinder engine to obtain the required power increase.



The Saab turbo H engine.

The advantages are several. In the first place, a small-displacement engine is usually more efficient than a larger one, both mechanically and thermally. Second, the small engine, even with a turbocharger and ancillary equipment tacked on to it, may well require less under-bonnet space than the "six", which may give the car stylist and aerodynamicist certain advantages.

Third, the development and manufacturing costs are a fraction of those for a completely new engine, and the time involved in meeting emission standards should be greatly reduced. Finally, the philosophy behind a turbocharged engine as applied to normal motoring needs is that it offers abundant power (through the turbocharger boost) only when it is needed, and that at other times it acts almost as a normally aspirated engine.

Although turbocharging technology is a highly exacting science some consider it to be something of an art, and the basic system is fairly simple to comprehend. All

the engine's exhaust gases, which would otherwise go to waste through the tail-pipe and out into the atmosphere, are diverted to drive a turbine, which in turn drives a second turbine, the function of which is to compress the air to be delivered to the induction side of the engine. Once the required boost pressure has been achieved, excess gases are diverted away from the power turbine and through the conventional exhaust system.

There are many variables available to engineers to produce the performance characteristics appropriate to different types of use (remember, turbochargers are used today to drive everything from family saloons to Formula One Grand Prix cars). The fuel/air mixture of a turbocharged engine can be supplied through a conventional carburettor (the turbo either blowing into or sucking from the instrument), or through a fuel-injection system.

Different power outputs and torque characteristics can be achieved through variations in boost pressure

as well as in an engine's internal dimensions such as valve size, compression ratio (usually lower than among cars already on the market, and there are many more on the way, including examples from Aston Martin and Ferrari).

On the debit side, a turbocharger installation usually means high under-bonnet temperatures (a turbine may well revolve at up to 150,000rpm) and the need for generous water and oil cooling arrangements while for the driver the inherent lag in throttle response when depressing the pedal (particularly at low speeds) is a characteristic to be expected but engaged in minimizing the delay. Also, with a low compression, the engine can feel rather more than usually sluggish during initial acceleration, before the turbocharger has had time to "bite".

Nevertheless, such are the potential advantages of the turbo-charger, as outlined, that its permanent place in the motor industry's catalogue of new products is assured. Already the choice is wide in high-performance and executive cars—the Audi 200 and Quattro BMW 745i, Bristol Beaufighter,

Lotus Esprit, Porsche 911 and 924, Renault 5 and 18 and Saab 900 and 900 are among the turbo-charged cars already on the market.

The turbocharged diesel is also increasing in popularity, witness Peugeot's 604 D Turbo, and the latest Series Mercedes-Benz, the bulk of whose sales in the United States will be accounted for by a 300 SD version with a three-litre five-cylinder turbocharged diesel.

The introduction by Renault of an 18 Turbo is an interesting development confirming that, like Saab, the French company sees the turbo not only in competition-oriented high-performance terms, but as a realistic solution to today's and tomorrow's requirements in the mainstream of the passenger car market. The specialists with their turbo conversion kits for production cars, led the way, but now the big guns of the motor industry are firmly committed to a turbo-charged future.

John Blunsden

The world goes on an economy drive



All over the world, because of the energy crisis, the car companies are striving to make their products more economical. Last year the British motor industry, forestalling the possibility of legislation, voluntarily undertook to effect a 10 per cent overall improvement by 1985. Its opposite number in the United States, though, has the compulsion of Corporate Average Fuel Economy, a federal measure under which year-by-year consumption reductions are mandatory.

The most effective single means of saving motor fuel is outside the control of the car manufacturers: lightening the right feet of the millions of drivers who regularly waste petrol by driving unnecessarily hard.

The official fuel consumption figures tell part of the story: a 1979-80 Ford Escort 1.3-litre saloon, for example, does 42 mpg at a steady 56 mph but only 30.7 mpg at 75 mph. A series of tests by Ford proved that aggressive driving consumed up to 35 per cent more fuel than deliberately economical driving and 21 per cent more than normal driving.

Making a car inherently more economical is a matter of achieving relatively small savings in a number of areas. One of these is aerodynamics, now receiving much attention from the manufacturers who are using wind-tunnels as never before. Reducing the aerodynamic drag (and hence the propulsive power needed) is not easy because a car has to carry passengers and luggage, and has shape-spoiling excesses such as door mirrors and big bumpers. However, any improvement gained is almost something for nothing since a low-drag car should cost no more to make than a high-drag one.

Through sheer hard graft, Ford has not only achieved this, but has also managed to reduce the air-resistance coefficient of the new Escort down by 14 per cent from the previous rather poor 0.448 to a commendable 0.385. BL, too, has published an experiment which sized an aerodynamic car with a coefficient of 0.340 and reckons soon to get still lower. Not long ago, such a figure was considered the prerogative of the sleek, cramped sports coupé, not the family load carrier, so real progress is being made.

Weight reduction is also the subject of much effort. The lighter the car the lower its rolling resistance and the environmentalists below a certain level of emissions, exhaust cleanliness, fuel economy, European levels, are not yet so strict as to make life really difficult for the engine experts in their search for low consumption.

The snag is that weight reductions are often expensive. True advanced computer-assisted design techniques have enabled quite significant poundages to be shaved off body structures without loss of strength or crashworthiness. On the other hand, lightweight materials in general cost more than the standard.

Adapting a Volkswagen Brasilia to run on a mixture of gas and air.

more than the conventional varieties, so there are economic limits to what can be done. The plastics specialists are helping in some areas, but the viable mass-produced, low-weight plastic body is still just a dream.

Every car company is trying to make its engines use less fuel by raising their efficiency. Unfortunately we have a conflict here between the conservationists and the environmentalists below a certain level of emissions, exhaust cleanliness, fuel economy, European levels, are not yet so strict as to make life really difficult for the engine experts in their search for low consumption.

A primary engine efficiency requirement is a high compression ratio, being made harder to achieve in petrol power units by continuing environmental demands for low emissions. On the other hand, lightweight materials in general cost more than the standard.

One of BL's different and still experimental approaches is based on the Fireball high-swirl, high-compression combustion chamber designed by Michael May, a noted Swiss engineer. Other manufacturers are investigating various stratified charge combustion systems burning mixtures that are rich in the spark plug but lean overall. Honda already produces such a system, the CVCC, but in other hand, lightweight materials in general cost more than the standard.

standing.

The fundamentally more economical diesel "engine" is affected by this problem, although the quality of the fuel is assumed to be better. The importance of efficiency and a clean car image. Properly applied, new Escort engines, part of a new engine's thermal efficiency, are not only smaller and lighter but also have a relatively low torque requirement, allowing a higher-than-average compression ratio. On the debit side, though, the engine is not a cheap one to make.

One of BL's different and still experimental approaches is based on the Fireball high-swirl, high-compression combustion chamber designed by Michael May, a noted Swiss engineer. Other manufacturers are investigating various stratified charge combustion systems burning mixtures that are rich in the spark plug but lean overall. Honda already produces such a system, the CVCC, but in other hand, lightweight materials in general cost more than the standard.

standing.

The first FM car radio/cassette with an automatic homing instinct.

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example, by tall buildings or hills.

Towards an omnivorous engine

In considering what sort of engines will drive our cars 10 or 20 years hence, we have to start with the fuels that will be available. While the world's reserves of underground and undersea petroleum (crude oil) are rapidly being exhausted, they will not vanish overnight. It looks as though they will be used decreasingly for power generation and heating and increasingly for vehicle and aircraft fuels for chemical feedstocks and plastics manufacture.

Much petroleum remains to be extracted from shale and tar sands once the process is made economical by further rises in the price of increasingly scarce supplies from the wells. Also, the world's crust contains much more coal than oil; this coal could be used not only to generate electricity (nuclear power stations are preferable in purely energy terms) but also for conversion to liquid fuels.

Although not yet widely employed, processes already exist for producing hydrocarbon fuels—like petrol and diesel oil—and methanol (methyl alcohol) from coal. Methanol and its close relative ethanol (ethyl alcohol) are both practicable motor fuels, either to extend petrol or on their own. The former can be produced also from wood, while the latter is derived from vegetation. Brazil is now getting quite a lot of ethanol from home-grown sugar cane and plans to be almost self-sufficient in vehicle fuel within a few years. In addition, oil-refining for diesel-engine use can be obtained from a number of seeds—specially sunflower, soy bean and groundnut; but it would be difficult to grow enough of the latter to make a significant contribution.

At present there is plenty of liquefied petroleum gas (LPG) and liquefied natural gas (LNG), and petrol engines can quite easily be modified to run on either, as is extensively done in Europe. In many cases, though, the conversion allows for dual-fuel (petrol-gas) operation, by switching from one to the other, and this does not take full advantage of the gases' characteristics.

However, gaseous fuels—excluding hydrogen, another possibility—are more hazardous to store and distribute than liquid fuels. Also, unless under high pressure, they occupy considerably more space than making it harder to provide adequate luggage accommodation in a car.

From all this it is clear that the motor industry has several courses to follow. One, for the shorter term, will be to make existing engines more fuel-efficient, by the methods outlined in an accompanying article. Another will be to modify such engines to enable them to run equally well on a wider spectrum of liquid (and perhaps gaseous) fuels.

Quite an amount is already known about giving engines a multi-fuel capability: one solution being the spark-assisted diesel. This type of engine is halfway between the ordinary petrol variety and the true diesel, having a compression ratio higher than the former's (which benefits the thermal efficiency), but lower than the latter's; hence it does not have to be so heavily built.

In the longer term, two quite different types of engine could rival the conventional varieties. One is the gas turbine which, after its wartime aircraft success, made quite an impact on the car and lorry scene in the 1950s and 1960s. Yet much has been heard of it since, although in fact a lot

of work has been going on behind the scenes.

Thanks in part to the development of space-age ceramic materials for the hot-end components (allowing significant increases in the turbine inlet temperature which governs the thermal efficiency) the turbine could become highly competitive towards the end of this decade. In the light of what was said earlier, its ability to burn a wide range of fuels is very much in its favour.

The other possible candidate is the Stirling, invented as far back as 1816 by Dr Robert Stirling, a Scottish clergyman. Most of the technology of the Stirling has been established since the Second World War, as with the gas turbine, but mainly for vehicle and industrial duties rather than aircraft. Problems still remain, and it can never be a cheap engine to make, but it is quiet, clean in the exhaust and economical of fuel for which it too has a catholic appetite.

I have left electrical power to the end because of its fundamental difference from combustion engines. Battery-electric vehicles, car among them, will undoubtedly become numerous since they can be charged with electricity generated by coal or nuclear activity.

The batteries continue to be a stumbling block, having still to be very big and heavy to give a car acceptable range and performance. While much superior batteries have been evolved in the laboratory, they remain some way from practicality, not least because most of them operate at high internal temperatures and so pose a fire hazard. The best short-term prospect could be the General Motors zinc-air battery which promises to be two to three times as

energy-effective as the conventional lead-acid variety. Electric motors, too, have been receiving attention to improve efficiency and so keep down bulk and weight. One of the most valuable features here is the power or disc motor developed several years by the engineering department at Warwick University.

An alternative to having electric traction is a hybrid system in which an engine is used in conjunction with a much smaller battery pack. The latter is used in running to avoid pollution in more rural conditions. engine can form the so driving means or can be primarily to keep the batteries charged. A petrol diesel Stirling or gas turbine engine can be employed in hybrid system which can be arranged so that the power unit runs mainly in its most economical speed range for

One big economy advantage of electric drive is the through regenerative braking, the considerable energy expended in accelerating a vehicle is not completely wasted on subsequent use of the brakes but is fed back into the batteries. One method of storing this energy are, therefore, being investigated, one being to use a flywheel in conjunction with a normal engine—an old idea but one that was brought up as late as 1913 by Mullard, the British electronics company, and is known to be under evaluation by Mercedes.

Since a flywheel energy storage system could, apparently, effect a fuel saving of 30 per cent or more, though involving considerable complication, it could well feature on quite a number of cars and other vehicles of the 1990s.

Alan Bak

PHILIPS

Simply years ahead

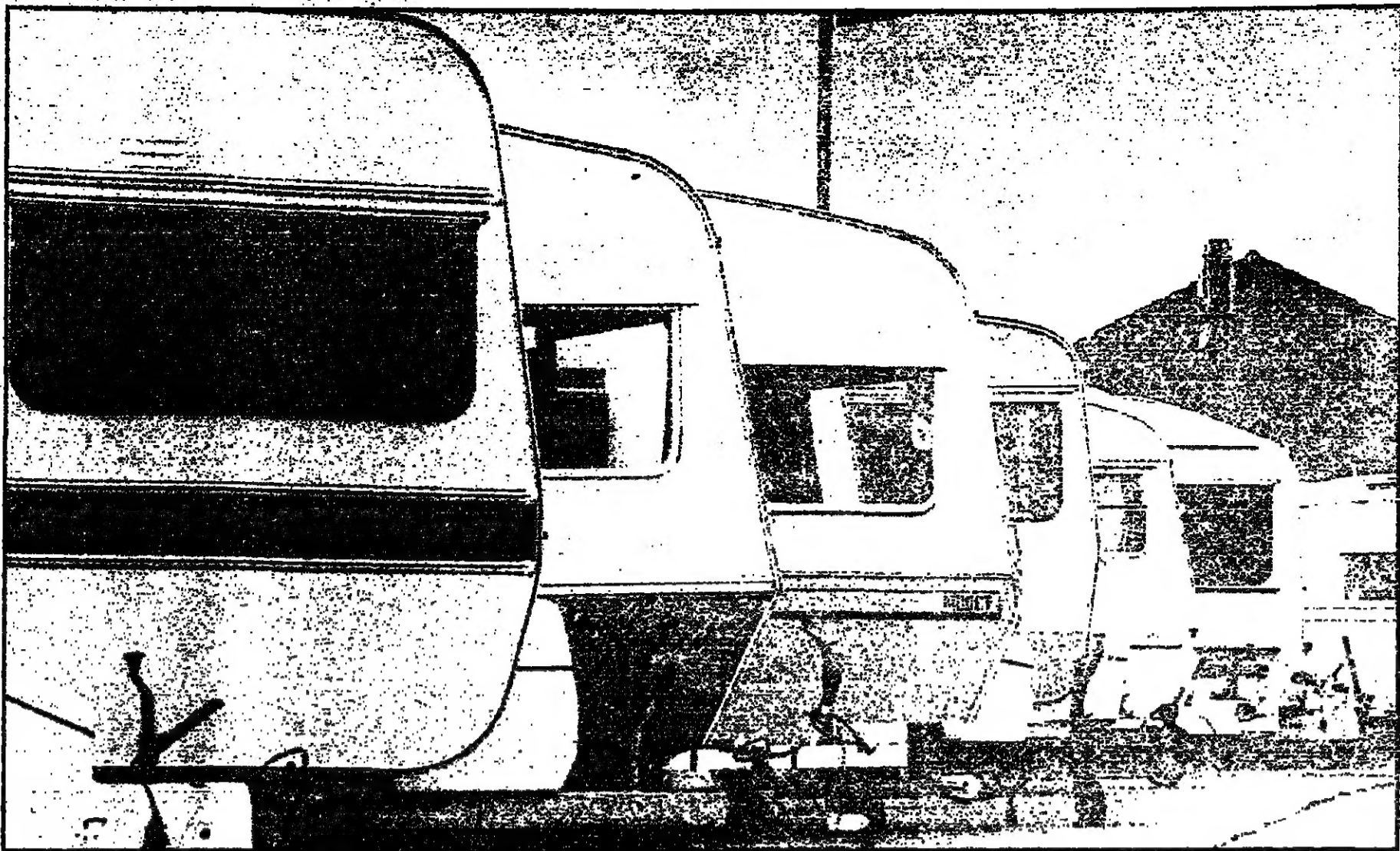
مركزاً من لاصح

Caravans have bumpy ride

Rentals in trouble

Caravans have a bumpy ride

Britain's £176m-a-year caravan manufacturing industry has always reacted quickly to changes in demand, and 1980 has been a year of harsh trading conditions for its products. Exports for the caravan sector, however, were down 22 per cent in the first half of 1980 compared with the same period in 1979. The industry's reaction to the downturn has been to cut prices, but the 1979 downturn was a temporary one, and the industry is now looking for a recovery. The caravan sector, which has been hit by a combination of factors, including a drop in demand for holiday caravans, a rise in the cost of raw materials, and a decline in the number of new caravans being built, is now looking for a recovery. The industry's reaction to the downturn has been to cut prices, but the 1979 downturn was a temporary one, and the industry is now looking for a recovery. The caravan sector, which has been hit by a combination of factors, including a drop in demand for holiday caravans, a rise in the cost of raw materials, and a decline in the number of new caravans being built, is now looking for a recovery. The industry's reaction to the downturn has been to cut prices, but the 1979 downturn was a temporary one, and the industry is now looking for a recovery.



This has been a harsh year of trading conditions for tourist caravans.

You'll get more out of a fleet of Talbot Solaras.



More MPG.
The figures speak for themselves.

OFFICIAL DOE FUEL CONSUMPTION FIGURES	Steady 56mph		Steady 75mph		Urban Driving	
	MPG	L/100km	MPG	L/100km	MPG	L/100km
Solaris 1.6GL	43.5	6.5	31.7	8.9	29.7	9.5
Cortina 1.6GL	39.8	7.1	29.7	9.5	27.4	10.3

Now work out the average mileage of your fleet, then work out the savings. You'll agree, they're quite impressive.

More time on the road.

We're so confident of the reliability of the Solaris 1.6GL, that we offer the double cover of a 12 months' unlimited mileage warranty, plus our "Extra Care Policy" which offers free replacement of six major wear items.

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More money when you sell.

Because of our well-planned maintenance, the Talbot Solaris (indeed every Talbot car) should remain in top condition regardless of its mileage.

More space and comfort.

One of the many advantages of Solaris's front wheel drive is the extra roominess it creates inside the car, and the increased freedom of leg movement it allows. (Of course our front wheel drive also makes a hefty contribution to the Solaris's fuel economy figures.)

To ensure a smooth ride we've also added independent suspension, and as a luxury touch there's cosy cloth seats.

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TALBOT SOLARIS

ON THE MOVE.

Rentals in trouble

Britain's car rental market is in a state of flux, with some operators reporting a sharp decline in bookings. The industry is facing a number of challenges, including a drop in demand for holiday caravans, a rise in the cost of raw materials, and a decline in the number of new caravans being built. The industry's reaction to the downturn has been to cut prices, but the 1979 downturn was a temporary one, and the industry is now looking for a recovery. The caravan sector, which has been hit by a combination of factors, including a drop in demand for holiday caravans, a rise in the cost of raw materials, and a decline in the number of new caravans being built, is now looking for a recovery. The industry's reaction to the downturn has been to cut prices, but the 1979 downturn was a temporary one, and the industry is now looking for a recovery.



D.H.

Styling is becoming more and more a science

Car styling may be a matter of aesthetics to the public but to the stylist it is becoming more and more a science. His job, essentially, is to reconcile showroom appeal with practical engineering, with the added difficulty of meeting legislative demands which can differ widely from one country to another.

The task is made particularly difficult by having to gauge public taste so far ahead. It takes at least four years to develop a new car and the stylist has to be involved with the project from the beginning. Once the car is launched, it may have to last for up to 10 years.

Anyone sitting down to design a car now, therefore, will have in mind that the vehicle will probably not appear until 1984, at the earliest, and will have to retain its visual impact well into the 1990s, by which time market conditions may be totally different.

But the stylist does have certain guidelines. No car designer since 1973-74 can fail to have grasped the significance of the energy crisis and of the imperative need to produce cars that give more miles to the gallon. Hence the current preoccupation with aerodynamics.

This means devising a shape for the car that will set up the minimum resistance to the air around it while in motion. The lower the aerodynamic drag, the less hard the engine has to work to overcome air resistance, and the better the fuel consumption. No wonder that drag coefficients are becoming almost as widely quoted as engine capacities.

The ideal aerodynamic shape is usually considered to be a teardrop on its side, swollen part to the back. The theory is that air will slide over and round it instead of meeting it head on. This explains the recent tendency among car designers to go for "wedge"

shapes: low, sloping bonnets, sharply raked windcreens, and high, cut-off tails. BL's TR7 and Princess are good examples.

So from the start, the look of the car is determined by considerations other than pure aesthetics. Wedge shapes not only save fuel but are visually striking: the TR7 does look distinctive on the road.

But the wedge concept can be introduced less obviously. The new Mercedes S class cars seem, at first glance, little different from the traditional "three-box" design—one "box" each for engine, passengers and boot—which is not generally reckoned to be the most aerodynamically efficient.

But at a farther look, a hint of a wedge is discernible. In the bonnet slope and the tail, as well as a notable smoothing of angles. The result is a drag coefficient said to be 14 per cent lower than on the previous model, contributing to an average fuel saving of 10 per cent.

Rolls-Royce, the most conservative of stylists, has carried out a similar exercise on the new Silver Spirit. The car maintains the basic shape and character of its predecessor, the Silver Shadow, but the front wings have more slope, the wind-screen greater slant and the boot is higher with a sharper cut-off. The elegance of the "best car in the world" is, therefore, directly related to the mundane concern with saving fuel.

Aerodynamics have also helped to govern the shape of the new Ford Escort, that bumble at the back representing extra miles per gallon as well as a means of setting the car visually apart from rivals like the Vauxhall Astra/Opel Kadett.

If low drag is the most obvious engineering influence of contemporary car styling, there are plenty of others. The height of the bonnet, for instance, is vitally governed by the height of the engine. The



The Triumph TR7 is an example of stylish elegance.

shape of the passenger cage must balance the demands of aesthetics with the provision of adequate headroom.

Legislation complicates the job in all sorts of ways. A few years ago, the United States demanded retractable bumpers so that cars could withstand 5 mph impacts without damage. Fitted to existing cars, they often looked grotesque; even on new models they are a challenge to the stylist who somehow has to merge them into his overall design.

Light clusters are increasingly affected by regula-

tions, with no guarantee that what satisfies Europe will be acceptable in the United States or Japan. If the manufacturer is serious about selling overseas and no manufacturer can afford to be, the stylist must oblige.

What does the public make of it all? The cynical answer is nothing, since some of the most successful models in the history of motoring, from the Volkswagen Beetle to the Citroën 2CV and Renault 4, are also some of the least stylish. At the same time no one could say they are not distinctive and one of the problems for a stylist now is working successful variations on given themes.

All the so-called "super-minis" for instance, are Peugeot, is to go for un-

obtrusive designs that may not hit you between the eyes but are still acceptable five or even 10 years later. In the last resort, the stylist cannot hope to please all the people all the time. Styling must lie in the eye of the beholder and goodness knows how many car sales have been won and lost because the look of the vehicle either drew the customer into the showroom or kept him out.

Peter Waymark

Miles Ahead, an exhibition of car design featuring the Mini Metro and Ford Escort, will be at the Design Centre in London until November 15.

Despite rising costs sales continue to grow

Every driver knows that the cars in large numbers more economical cars past decade has seen a rise because they could no longer afford them. The price and the possibility of motoring and for many number of cars in use in motoring. In the event, people the car has not creased like this. 1970, 1975, but the price has been stripped the mortgage as 11,500,000; 1979, 14,500,000; severe enough.

the biggest single item of 13,700,000. In the 20 years up to the 1970s, the price has not fallen family expenditure. Yet car ownership has continued to grow and sales of new cars ownership in Britain more than doubled there should have been a 5 per cent higher than quadrupled. In the given not only the rise decade since 1970 it has motoring costs, but a marked slowing in the rate of increase in the past story. The year 1973 again between 1975 and five years. Either rising costs have helped to check the rate of increase, or perhaps the saturation point is getting closer. Put new cars sold was another way, most of this.

First, there are new people who aspire to own a car. The Mini is the car now have out. If so, there is a large section of the population that cannot afford motoring. The Mini prices have risen, the proportion of British household in each case relating holds without the use of a car is still more than 40 per cent. The cheapest model in 1970, £638; 1975, £1,299; 1980, £2,684.

A second barometer of costs must be related to earnings. According to the Department of Employment, average earnings during the decade rose in percentage terms as follows: 1970, 34p; 1975, 73p; 1980, £135.419.9.

The rises have not been steady but have tended to happen in large jumps. family car are converted to petrol prices almost doubled the same formula, the picture is this: 1970, 300; 1975, 222; 1980, 428.

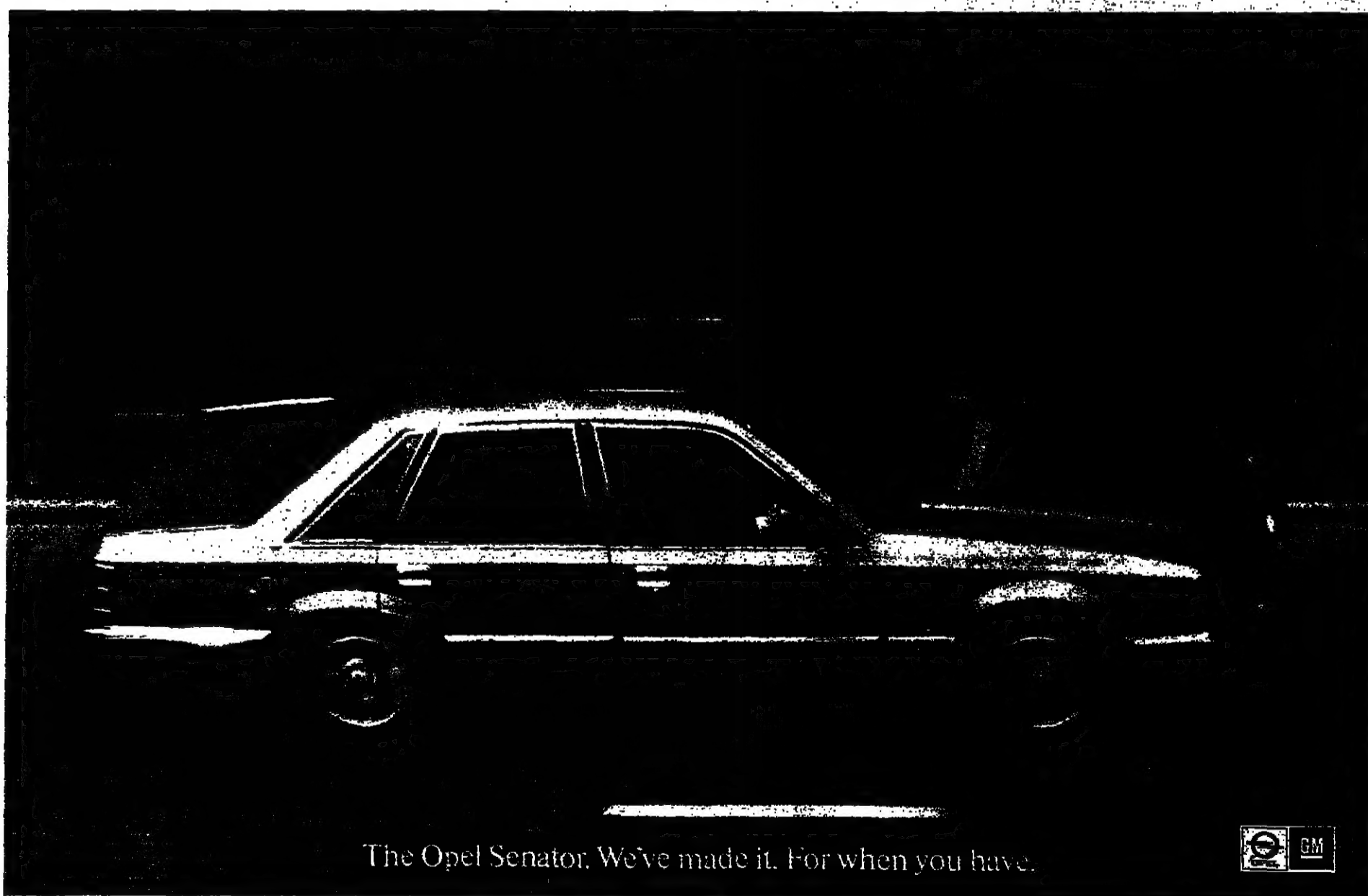
So it can be seen that on average the cost of running a car has gone a little ahead of income. This can be compared with the decade range, up to 1973, when the cost of running the same car rose by 65 per cent and average earnings by 45 per cent.

What seems to have happened in the past decade is that motorists have tended to make sacrifices in other directions to keep the car going. All the evidence seems to be that once car owners have tasted the freedom of movement which car ownership offers, they are very reluctant to give it up. During the decade but of 1973-74, it was widely predicted that motoring costs would switch to smaller cars.

Car ownership did not up. During the decade but of 1973-74, it was widely predicted that motoring costs would switch to smaller cars.

When you've made it to the top, it's only natural to surround yourself with the good things in life. The 3-litre Opel Senator. Our top of the range saloon car. And one that acts like it. Unashamedly opulent throughout. With all the power you could ever wish for. And more. And coming from Opel, the reliability of German engineering goes without saying.

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Opel Senator



The 3 litre Senator CD (illustrated) with 6 cylinder fuel injected performance. Standard equipment includes 3-speed automatic transmission, tinted glass all round, front seat heating and height adjustment, full instrumentation and centralised locking. Also available Senator 3.0S with carburettor engine.

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